GM
GENERAL MOTORS

Folks

HOMAGE TO PRINCE OF PEACE

DECEMBER 1953

VOL. 16 NO. 12

Christmas Will Be Different This Year.........pages 1-3

Hydra-Matics Roll Again!..................pages 15-16

GM Folks

PUBLISHED WITH THE HELP OF GENERAL MOTORS FOLKS EVERYWHERE

DECEMBER 1953 • VOL. 16, NO. 12

KILLED IN ACTION

Capt. Robert I. Nordell — General Motors Acceptance Corporation, New York, N.Y.

GM FOLKS WHO HAVE PAID FREEDOM'S PRICE

	Killed	Missing	Prisoners
World War II	1,875	558	328
Korean Conflict	101	15	4

Wounded	Died in Hospitals
48	11

On the Cover

Christmas this year has special meaning for **Cpl. Lester Ribbeck,** Harrison Radiator-Lockport, and for many other GM men on military leave. (*See pages 1-3.*) Released from a Red China prisoner-of-war camp late this year, **Cpl. Ribbeck** will be spending his first Christmas in freedom and at home in two years. His wife, **Onolee,** standing beside him in church, shares his prayer of thanksgiving and his hope for peace. Although **Cpl. Ribbeck** spent more than two years in a POW camp, he still feels that resistance to Communism is well worth any sacrifice made.

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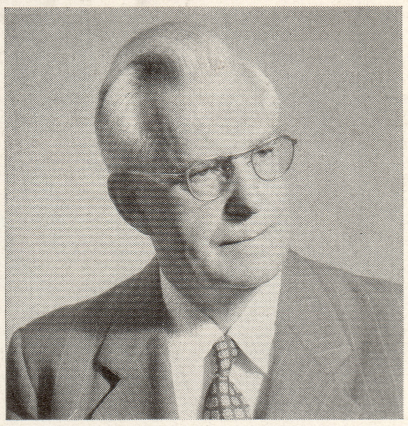
"Unto Us A Savior Is Born"



By Dr. Alfred P. Haake

Consultant to General Motors, and Nationally Known Economist and Lecturer

History is replete with stories of men and women who have labored and sacrificed in the service of their fellow-men. Among them have been poets, musicians, artisans, soldiers, philosophers, historians, priests, merchants, bankers, industrialists, labor leaders, and even politicians who caught the vision of building nations through better men. There have been the great leaders of all time, founders of religions and faiths. All of them, in one way or another, have helped man to grow and understand and live at higher levels.

He Shared the Secret

But, among them all, only One demonstrated the ability to pass on to others the power that was in Him. He not only labored and sacrificed, but shared with us the secret that made Him the Savior of mankind and can lift all men to become sons of God.

He took the vague mystery of an unfathomable God and gave us the reality of a Personality, within reach of our understanding and obedience. He gave us the love of God, universal solvent and common denominator on which men might build a world of good-will, peace and well-being. Through that power man can reach individual fulfillment, make the most of the possibilities within him. Through faith in that Power new miracles can make the blind to see, the lame to walk and the hopeless to take heart again.

Polio Victim Finds Hope

So it is that Mary Kitsmiller, a young mother in my home town of Park Ridge, Ill., victim of polio and after two years pronounced a hopeless paralytic from the neck down, dares to lift her eyes to the hills for hope from the Eternal.

She indulges in no pity for herself and asks no favors. Literally fighting for her breath of life, this brave young woman has set out to earn her own living, and to repay our community for the home we built for her so that a permanent fund may become available to help others in the future.

With utter faith in God and His goodness, she asks only for understanding and for strength to do His will. And as the paralyzed muscles begin to show signs of returning life, a great soul grows in the iron lung that houses Mary Kitsmiller. A miracle is in the making, as hope arises out of the hopeless.

Time and time again, Jesus pointed out that the power was not His own, but that of God within Him and working through Him. He said, "I speak not of Myself: but the Father that dwelleth in Me, He doeth the works."

He Is Beside Us

No one need stand alone. Beside each of us stands and walks the Spirit of God even as that Spirit dwelt in Jesus almost 2,000 years ago. That is no mere dream or idle hope. It is a reality. And the secret is simple. It is through faith in and obedience to God, seeking to know His will and to live in accord with that will as it is written in the laws that govern life, that we make His presence a reality in our daily lives. As He said through Jesus, "Lo, I am with you always, even unto the end of the world."

Christmas is more than a day of commemoration of the birth of Jesus, centuries ago. For, lo, He is born again, every Christmas, every day, as we open our hearts and minds to receive Him. He is waiting now for you and me to make Him a reality in our lives, and with Him to know the power of God for good in all that we think and say and do.

And so it is true once more, that unto us this day a Savior is born.

There was very little Christmas joy in the Red POW camp where **Sgt. Rodrick Shelton** spent 33 months. That's why this Christmas means so much to "the Sarge," shown here with his father, **Marsh Shelton** of GMC Truck & Coach, and his sisters, **Ernestine** and **Mrs. Carter Burke.**

Christmas . . . WILL BE DIFFERENT THIS YEAR

Christmas lights will glow much brighter this year in the homes of at least 16 GM families.

They are the ones where a son, brother or husband has returned home from a Korean prisoner-of-war camp.

For these soldiers, some of them still showing the effects of their long ordeal, Christmas and freedom hold a new and deeper meaning.

Some, like Sgt. Reginald A. Smith, spent two Christmases in a bleak North Korean POW camp. His father is Arthur W. Smith, a foreman in the Bofors plant at Pontiac Motor Division. Sgt. Smith spent 33 months as a prisoner after he was captured in Nov. 1950, while driving an ambulance carrying a wounded soldier away from the front lines.

Only those who have suffered the experience can realize the joy of having a loved one come home after being reported missing.

Mrs. Ethel Erickson of Electro-Motive Division, is one of these. From the time her son, Wayne, was reported missing on July 14 until he was released by the Reds Aug. 25, Mrs. Erickson heard nothing of him.

"We put our hope in prayers and they were answered," Mrs. Erickson said in thanking friends who prayed.

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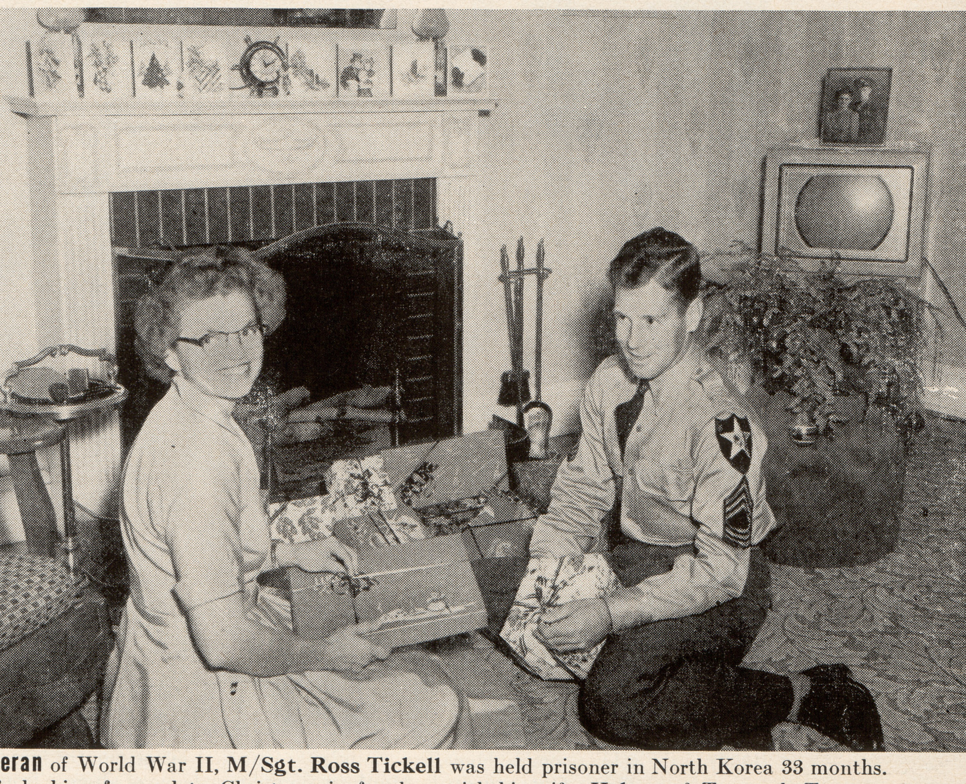


Veteran of World War II, **M/Sgt. Ross Tickell** was held prisoner in North Korea 33 months. He's looking forward to Christmas in freedom with his wife, **Helen,** of Ternstedt-Trenton.

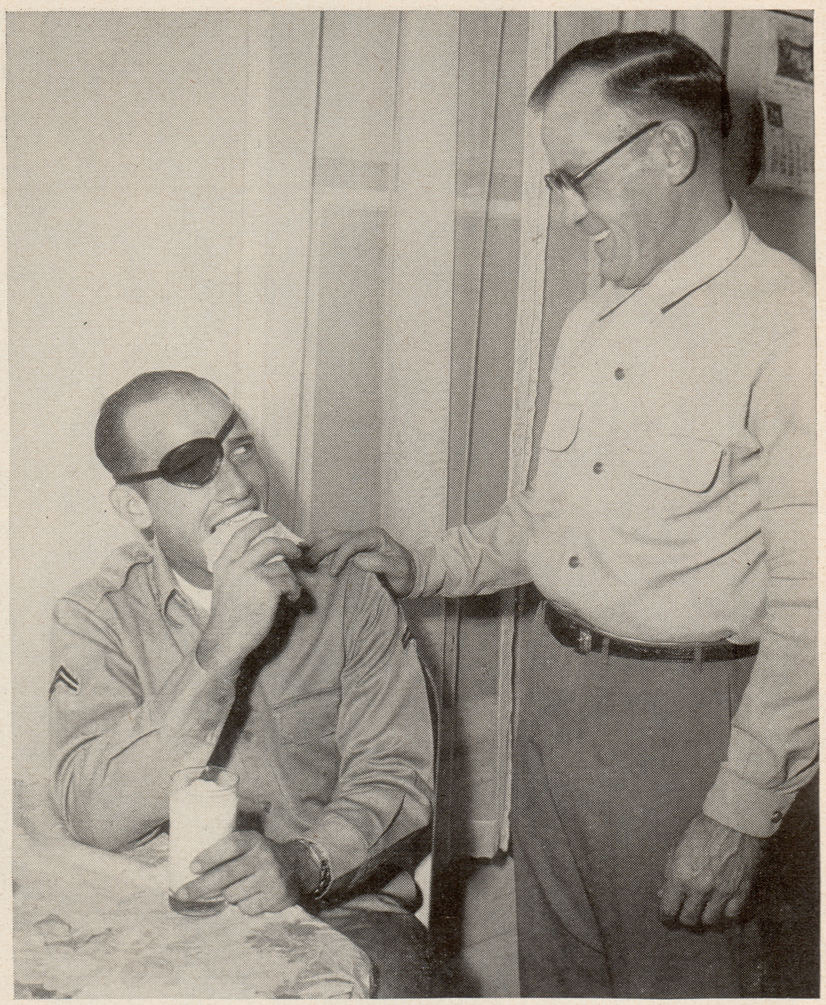
Christmas . . . (Continued)

The happiness of returnees and their families was shared by many GM employes.

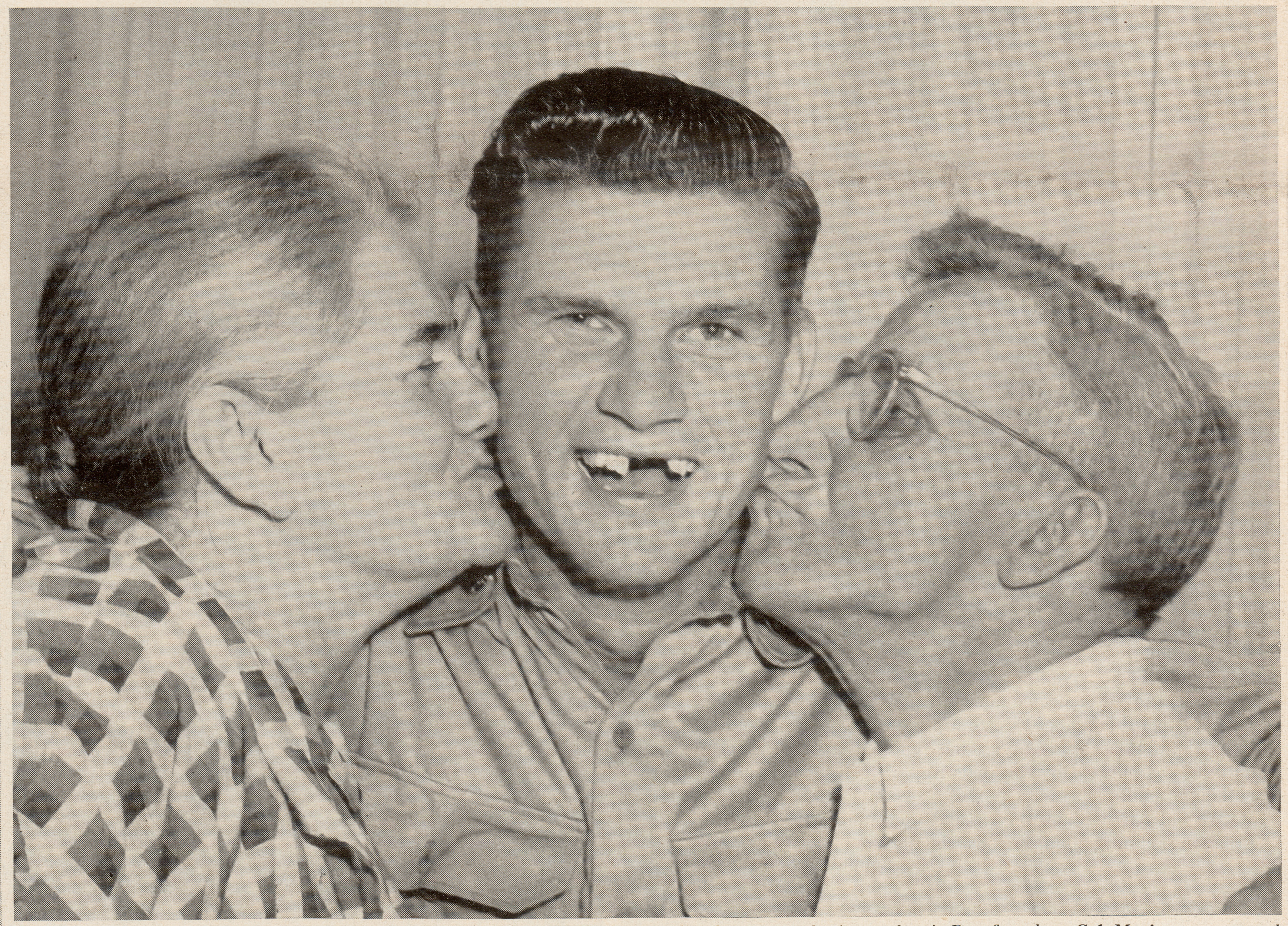
Folks at Guide Lamp Division at Anderson made it possible for one of their fellow employes, Mrs. Nelle Mays, to go to San Francisco to meet her returning POW son, S/Sgt. Charles Hankey. They presented her with a railroad ticket and $100 for the trip. (Returnee Hankey is now working at Frigidaire.)

Freedom will have a double meaning for these men and their families. For Mrs. Harold Meister of Oldsmobile, whose brother is a released POW, for Mrs. Ross Tickell, Ternstedt-Trenton, whose husband is home again after nearly two years in a prison camp, for the parents of Pfc. Richard A. Velat, Buick, and for the families of the other returnees, this Christmas will be one of freedom from worry over loved ones.

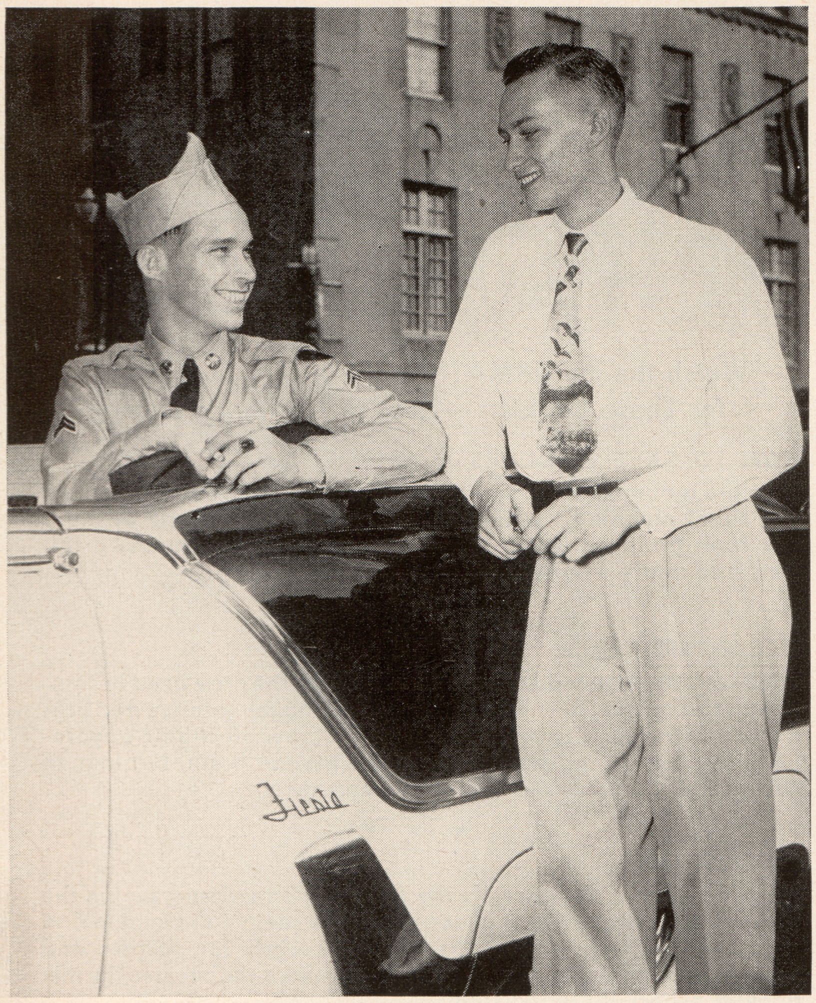
For the men themselves, so recently released from Communist hands, there is a new appreciation of freedom. More than most, they realize that America's freedoms and way of life are to be cherished like life itself. No wonder the fellows say with feeling, "It sure feels good to be home."



Among the first POW's released by Reds was **Cpl. Hugh Rapier,** son of **John Rapier** of Delco-Remy, Anderson. **Cpl. Rapier** lost eye in battle before he was captured.



Happy is the soldier coming home, especially after long and bitter months in a Korean prison camp. This is **Cpl. Steven E. Magiera,** on military leave of absence from Buick where he was a production employe in Dynaflow plant. **Cpl. Magiera** was captured Feb. 13, 1951, and freed Aug. 11, 1953. Here he gets a warm welcome from his parents.

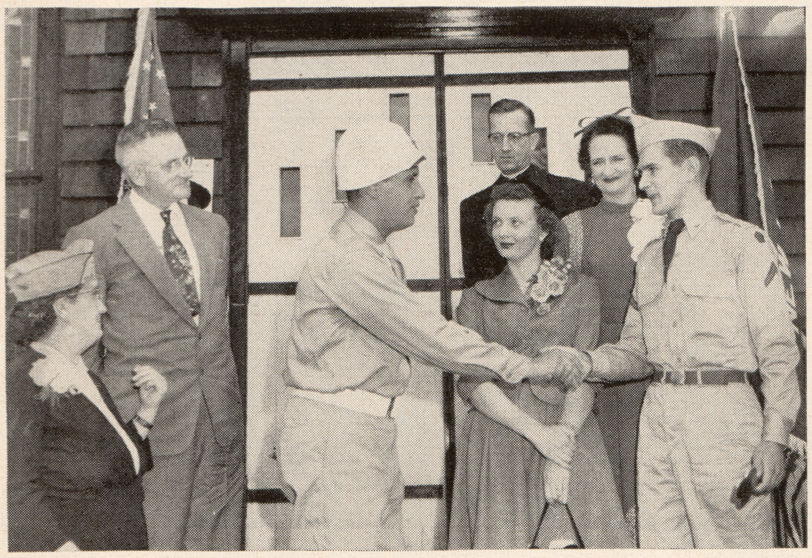


Lansing opened its arms in a civic reception when its first POW, **Cpl. Wayne L. Martin,** returned from Korea. His brother, **Floyd** of Oldsmobile, joined in welcome.

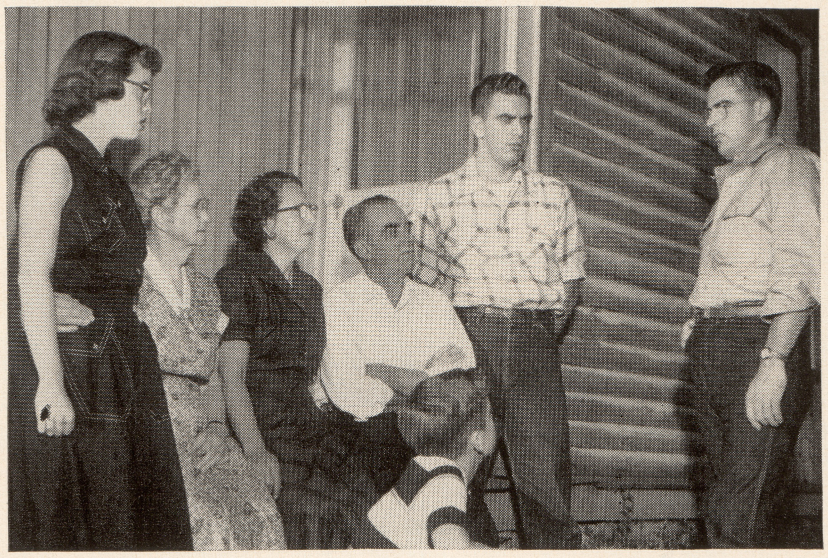
Before largest crowd in Crocker (Mo.) history, **Pfc. Bobby E. Rains,** right, and fellow POW were welcomed home. Father and sister work at Chevrolet-Shell, St. Louis.

Town of Vassar, Mich., turned out to welcome POW **Sgt. Charles W. Legue** home from Korea. Shown here with parents, **Sgt. Legue** is the son of **Max Legue,** Buick.

Checking up on the improvements in automobiles was one of first things **Cpl. Dallas W. Mossman,** Buick, did when he came home. With him are his parents and a sister.



Sorrow turned to joy when **Pfc. Wayne Erickson,** right, reported missing, turned up as POW. New Lenox, Ill., gave him key to city. Mother works at Electro-Motive.



Home after more than two years as POW, **Pfc. John W. Bowles,** Buick, relates experiences to family. His father, **William Bowles,** is employed at Chevrolet-Flint.

SONS, DADS TEAM UP

In July *GM Folks* ran an article titled "Six Dads Six Sons." You may remember the story. It told about six sons who followed in their fathers' footsteps, going to work in the metal shop of Fisher Body plant 21, Detroit.

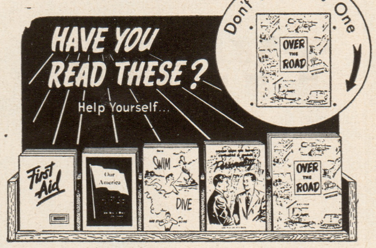
After the article appeared, many employes of Buick tool manufacturing approached Norman Harvey, superintendent, and suggested that they challenge the "champions." They pointed out that they had 12 fathers who have one son working in the department and three fathers with two sons. The fathers average 26 years at Buick.

Above are the 33 fathers and sons. They are (front row, left to right) Bramwell and Alvin Ward; father, Ramza Ward; Clayton H. and Feildyen Mills; father, Harry Mills; James D. and William Gardiner; father, Alexander M. Gardiner. Second row: Robert E. McMullen (military leave); father, Fay D. McMullen; Lenis E. Bond (military leave); father, Floyd L. Bond; Robert E. Tate; father, Virgil Tate; Truman G. Cronkright; father, Willis G. Cronkright. Third row: Clifford J. Forster; father, Ferd D. Forster; Richard Benzing; father, Carl A. Benzing; John D. Gilmour; father, William E. Gilmour; Bernard Smith; father, Mitchell Smith. In fourth row are Robert K. Schroeder; father, Burton Schroeder; William A. Campeau, Jr.; father, William Campeau; Richard H. Northey; father, Richard Northey; Robert J. Ex, and his father, Jacob Ex.

STILL FARTHER TO WORK

Here's another "long road" employe. **R. E. Cullen** of Fisher Body-Pittsburgh, lives in Ohiopyle, Pa., 56 miles away from the plant. He drives it twice a day, but that isn't all. Recently while assigned to the Pittsburgh loading dock, he drove 72 miles one way, seven days a week. By any standard, that is quite a record. He says, "I drive a 1950 Buick Special Deluxe, and have never been late for work, nor has my car given me any trouble."

MORE INFO



Watch the INFORMATION RACKS in Your Plant for These Booklets—They're Scheduled Soon

HOW TO SAVE 24 HOURS A WEEK

Here are a number of suggestions for saving hours of housework and meal planning. Homemakers can take advantage of these tips from the experience of home economists, engineers, architects and many average families.

★ ★ ★

ELECTRONIC BRAINS

What are they? How do they work? Already they are used in computing the census, accounting work, keeping inventories and production schedules. This booklet explains how electronic apparatus may copy some operations of the human brain, but human control still provides the essential element.

★ ★ ★

PIES MEN LIKE

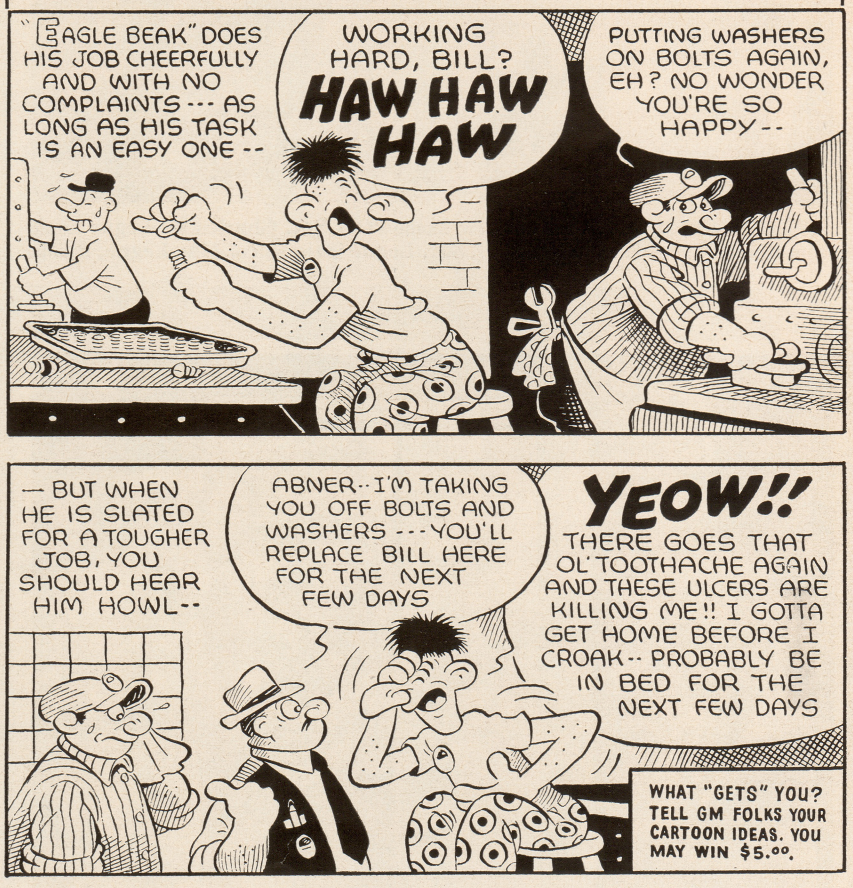
M-m-m-m—Boy! Whether it's the full-color strawberry pie on the cover, a mincemeat pie or lemon meringue pie, you're sure to find your favorite among these 20 different recipes for pastries and fillings. Ten natural-color photographs make the recipes in this booklet especially appetizing.

★ ★ ★

A FEW PAGES FROM LIFE IN AMERICA AS SEEN BY AMERICAN ARTISTS

This unusual booklet tells the pictorial story of America. It presents a collection of 17 oil paintings by some of our outstanding artists, faithfully reproduced in full color. The booklet is large enough (11 x 8½) so that many of the reproductions are suitable for framing. Edgar P. Richardson, director of the Detroit Institute of Arts, who wrote the captions, says that this GM booklet is the first of its kind ever produced by any company for its employes.

WHAT GETS ME IS . . . **By DONOVAN**



TEEN-AGE TYCOONS

Sponsorship of Junior Achievement groups by GM divisions is providing youngsters, many of them GM sons and daughters, with practical experience in business, showing them through actual experience what it takes to succeed in operating a real business.

Some of these groups and individuals are chalking up some real achievements.

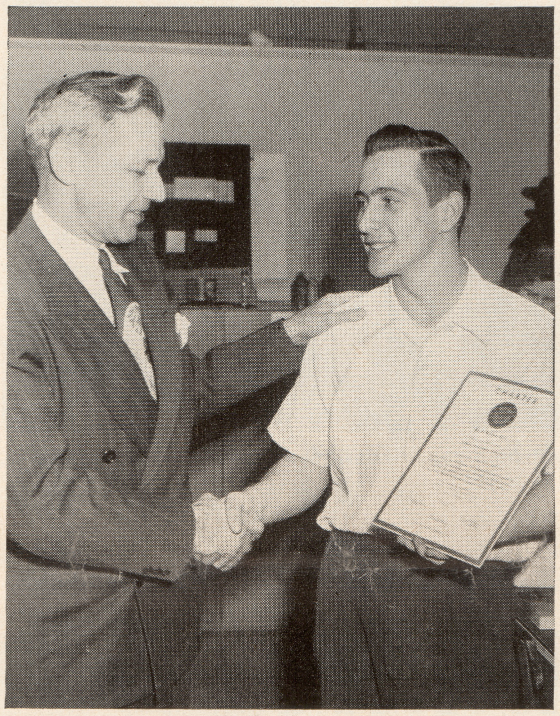
A Delco Products-sponsored Junior Achievement group is a national award winner for the third consecutive year; a girl in the Packard Electric GM Enterprises and a German-born boy at Delco Products earned university scholarships for their Junior Achievement work. In Detroit the son of a Detroit Diesel man is the champion Junior Achievement salesman of the area. Hyatt's group boasts a year showing a good profit. And an Allison-Aeroproducts Operations model maker apprentice is past president of the national association and was recently President-of-the-Year at a convention of the Young Presidents' Organization.

A Junior Achievement group is a miniature business conducted solely by young people under the advisorship of adult businessmen. The teenagers must meet and solve full-size business problems when they manufacture and sell their products. They learn the advantages of free enterprise by handling financing, manufacturing, advertising and selling.

One of the two Packard Electric groups, for instance, requires each member to purchase one share of stock. If the business succeeds, they earn a return on their investment. But if the business fails, they lose their investment.

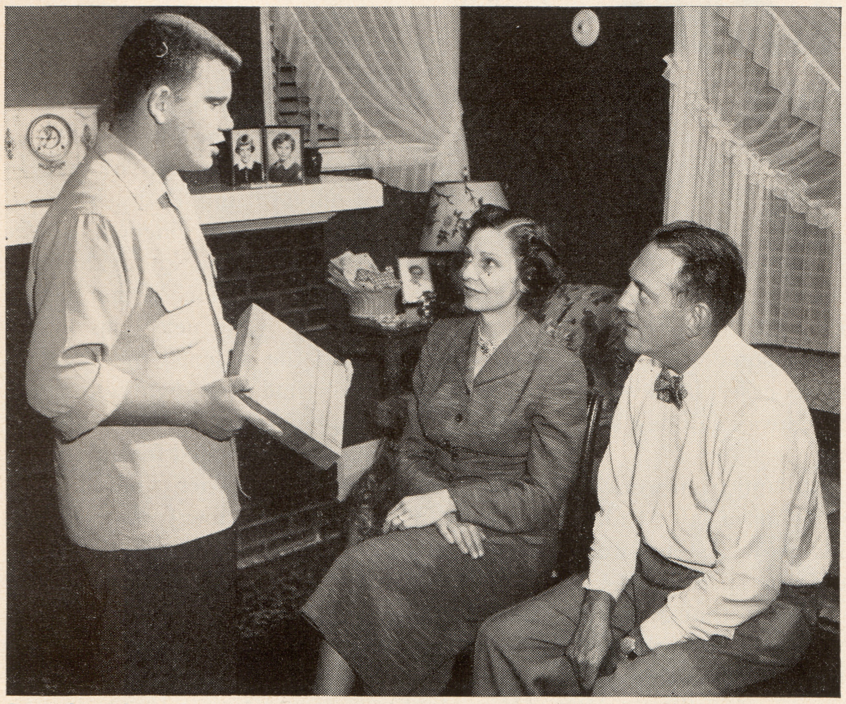
The Hyatt group, the Ever-Last Plastic Company, manufactured and sold clear lucite cigaret boxes. The boys and girls who made up the Hyatt group were not only the executives and board of directors, but the workers as well.

Delco Products sponsors three Junior Achievement groups. **Eldon Keselring,** left, advisor, holds plaque recognizing Delco's 6 years in JA. **Jim Karras,** center, won a trip. **Juergen Schroeer** earned a scholarship.



Past JA president, **Richard Hagens,** of Allison-Aeroproducts, gets charter from **Bill West,** Delco Products.

Head of Electro-Motive JA group, **Diane Kraft,** tries a real job at the desk of **E. W. Lister,** EMD plant manager.



Champion salesman among Junior Achievement members in Detroit area is **Lee Jewell,** shown here "practicing his pitch" for parents. **Mr. Jewell** is with Detroit Diesel.

Profits marked success of Hyatt-sponsored group whose officers, and product, are pictured here with advisors **Robert Lunzer, Raymond Connolly** and **David Garthwaite.**

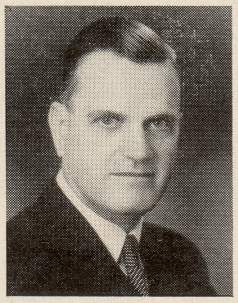
North Dakota's legislature, shown in session, pioneered with highway law designed to meet modern conditions.

The Highway Story . . . . . . No. 10

MODERN HIGHWAYS NEED MODERN LAWS

By Louis R. Morony

Director, Laws Division, Automotive Safety Foundation



ADAMS

Sometime recently you've doubtless driven along a modern highway. You made good time. The lanes were divided. There were no crossings at grade. You could enter and leave the highway at given points, but driveways didn't cut into the road every few hundred feet. As you sped along you probably remarked to yourself on the great progress we've made in highway engineering in recent decades.

Today the skill and know-how of our engineers is so great that, if given the wherewithal, they could design and construct highways that would eliminate many of the things that plague motorists—much of the congestion and many accidents. Unfortunately, in many sections of the United States, we don't get the benefits of these engineering advances. In some cases it's lack of money. In far too many cases, however, it's because we've let our highway law lag so far behind modern needs.

Ordinarily when we drive to and from work, or on a vacation trip, if we think of law at all in connection with our highway system, we think in terms of traffic officers, speed limits, stop signs, and the other regulations that govern us as individual motorists. These are important, to be sure. They're the rules we've laid down for ourselves in the interests of order and safety on the street and highway.

But there's another body of law that, although less obvious, is equally important to efficient motor transportation. That's the basic law governing the construction and administration of our highway system.

Let's go back to that modern highway we were driving along, with its divided lanes and exits and entrances limited to given points, properly spaced for adequate traffic service. Construction of that highway was possible because there was a proper foundation in law. Engineers know and traffic experts can prove that a controlled access highway is safer and more efficient as a traffic carrier than one that can be entered and left almost at will, punctured with numerous driveways and cross streets. In many states the people have chosen to give themselves the benefit of this modern type of engineering. They've made their wishes known by putting them in the form of law that permits that kind of construction. In other states, no matter how eager the highway department might be to build a modern expressway, its hands are tied for lack of permissive law.

Need Roadside Zoning

Turn off the main thoroughfare and drive down a county road. What do you find? Possibly you'll find hot dog stands, juke joints, encroaching on the right of way, buildings erected almost up to the edge of the traveled way, unsightly structures that cut down sight distances and often block vision completely at curves or intersections. Understandably you're annoyed with these blemishes that spoil the landscape and impair the safety of your travel and you remark to yourself "there ought to be a law." Very likely you're right. You certainly wouldn't invest your money in a new home if you knew that anyone was free to establish a garbage dump on the lot next door or a junk yard directly across from your front lawn. You saw to that by checking on the zoning regulations before you made your down payment.

It's a different story in the case of highways. We keep on making down payments and full payments on roads without checking the zoning. It's only after the right-of-way is cluttered with ribbon commercial development that we start telling ourselves "there ought to be a law." When you drive along roads such as that and feel annoyed, it's well to remember that in only about half of our counties have we made legal provision for roadside zoning.

Doubtless this has happened to you at one time or another. You're prepared to drive a certain highway only to find that it's closed while the pavement is being widened. You're in favor of that because you know that the road needs more cross-section to handle its volume of traffic. On your next trip you're pleased to find that the widened road enables you to make better time. But then your pleasure turns to disappointment when you learn that the widening has proceeded for only a few miles. You wonder why. Then you find out that the highway department was having trouble getting part of the right of way it needed, that a certain tract of land had to be condemned, and that construction had to be held up until the court ruled on the fair value of land taken by eminent domain.

If you're like many motorists I've talked to, you probably say to yourself: "Since the state

was going to pay fair value for this land in any case why didn't the highway department go ahead and finish the construction and settle up after the court had made its decision?" Quite likely many people would consider that an equitable and practical method. The stumbling block is the lack of permissive law.

Here's another common situation. You see a highway widening program held up while the necessary land is acquired and you start wondering what's wrong with the highway department. "Didn't our engineers have enough sense to know that traffic volume was bound to increase, that eventually the road would have to be wider? Why didn't they acquire an adequate right of way in the first place?" Obviously that's a reasonable question that could be asked by any reasonable man. The answer is that in some states laws don't always permit us to take right of way in anticipation of future needs.

These are just a few random illustrations to point up how some of our present day highway problems stem from inadequacies in the law. Basically this situation arises from the fact that we've let ourselves grow into the motor age without stopping long enough to look and see where we were going and how best to get there. In the case of vehicles we've had new models almost every year, new models that incorporate the latest engineering advancements. Thus today's streamlined passenger car is almost a complete departure from the original horseless carriages of a half century ago, just as the modern expressway, with its cloverleafs and underpasses is a complete departure from the old dirt road. But our highway laws, for the most part, are the old horseless carriages, patched up with baling wire here, the acetylene lamp replaced with a sealed beam light, and balloon instead of solid tires. In the field of highway law we're operating a 1900 chassis and body, a slightly souped up motor and some optional equipment thrown in for good measure.

Highway Law Grew Like Topsy

As a lawyer would, and did, put it: "Highway legislation on the books today is a hodgepodge of statutes, amendments thereto, amendments to amendments, and special acts. Together they constitute a maze of varying degrees of authority and responsibility that oftentimes baffles the most competent legal authority."

What's wrong here you may ask. Who's to blame? Why haven't our state legislatures been on the job? Are they unfriendly to motor transportation? Part of the answer probably is that our state legislatures have been too much on the job and so busy with their many other duties they haven't sat back for a long look at our basic highway laws. And another reason is that all of us grew up with wheeled transportation and when the motor replaced Old Dobbin, it was gradual. We got used to it and took the change more or less for granted. As a result we didn't begin to appreciate the significance of the motor age early enough.

Happily we're coming to recognize the importance of modernizing our basic highway laws, of making a model change-over instead of continuing to tinker and patch. States are beginning to act. During 1951 and 1952, a complete study of the state highway law of North Dakota was developed at the request of a state legislative committee. Based on the recommendations of that study North Dakota has adopted a new state highway law, which re-defines the responsibilities and authority of the highway department.

A number of other states are following North Dakota's lead and overhauling highway law.

Another significant development is in recent action of the Highway Research Board. At the request of the American Association of State Highway Officials this agency is analyzing the highway laws of all states and relevant court decisions in every major area of highway activities. The study will include the highway administrator's authority and responsibilities in such categories as land acquisition, control of access, road classification, construction, maintenance, planning, research, contracts and others.

Out of this exhaustive research will come the essential elements that go to make up a good law with respect to each of these functions. The final report will be most useful as a legislative guide for all states.

There's an old saying in the legal fraternity that the law is what the court says it is. The application of that phrase points up another important reason for bringing our highway law up to date. Imagine some of the problems that our courts come up against in attempting to interpret laws, written 30 and 40 years ago, in terms of modern conditions.

A whole new terminology has grown up in the highway field in recent years. We've added to the lexicon words that were unknown at the time of the first World War—freeway, expressway, cloverleaf, radial highway, and so on. Each of us may have our own ideas of what these words mean. But in all too many cases, terms mean different things to different people and local usage differs between various sections. You probably know what you have in mind when you talk about a primary road and a secondary road. But is it the same thing that the state legislature had in mind when it wrote your highway laws back in the 20's?

That's another function of good law, defining terms so that all of us know what we're talking about.

In some areas of law we strive for uniformity. That's true in many fields, notably with respect to rules of the road. We still don't have uniformity with the result that drivers are often at a loss when they are in another state, or even another city. But we're getting closer to the goal of a Uniform Vehicle Code.

Highway Problems Differ

Highway law is somewhat different. The problems may differ between northern and southern states, a mountain state and a plains state, a populous state and a sparsely settled state. But there is considerable common ground, and that is in the intent of highway law.

One way of expressing that common ground was stated in the North Dakota study. It proposed that in any law, the legislature express to designated highway officials the following:

"We are placing a high degree of trust in your hands and are giving you individual and joint responsibilities for constructing, managing, improving and preserving the roads and streets of this state; in carrying out this responsibility your primary objective shall be to provide, within the limits of available funds, a unified system of adequate highways that will serve the best interests of all our people; within the restrictions imposed upon you by law, the planning, construction and maintenance of our road facilities is left to your wisdom, judgment and integrity." That sums up highway law.

Condemnation of property for new or widened roads is an important part of highway law. Modern laws permit fair and equitable settlement without any delay in the construction.

Roadside zoning can keep the right-of-way uncluttered, controlling the roadside businesses and their encroachment on the highway traffic. Above is U.S. 13, south of Dover, Del.

FOOLISH IDEA?

Some of the Best Ones Bore That Label

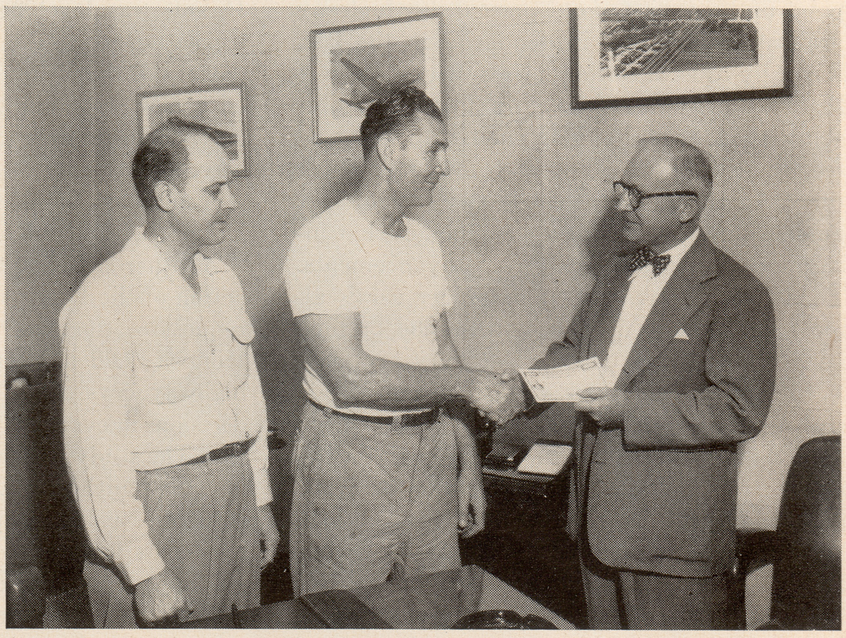
Some of our best inventions and some of our greatest discoveries once were called "foolish ideas." So don't be one of those who let that "foolish idea" notion keep them from the suggestion award winners' circle. Submit your idea and give it a chance.

Your "foolish idea" might pay off . . . like it did for the Wright brothers who faced ridicule in their development of the airplane. Or perhaps you need to be reminded how Columbus was kidded when he suggested that the earth was not flat but round.

Columbus risked his life to prove his "foolish idea."

All you need to risk are the few moments it takes to write down your idea and drop it into the suggestion box. The people who judge your idea will give it serious consideration. And just remember . . . there's nothing foolish about an idea to save material, make your job safer or improve the product that makes your job possible. It makes good sense.

Building a house and getting married take money. **Fredrick Myers,** center, solved the problem nicely. He earned $1,003.76 with suggestion that combined two operations at Delco-Remy. His bride is the carpenter's helper. At right is his foreman, **Glenard Clark.**



Assembler Joe Hedges, center, was awarded $950 for an idea that made it possible to install flat washers automatically on metal drive screws at Chevrolet-Kansas City. Bond was presented by **W. G. Wilson,** plant manager. Foreman **Robert Chandler** is at left.

Big smile tells story. **Christon Mobley** of Electro-Motive, La Grange, is the happy suggestion winner. He's holding two two-foot sections of tape his $1,076.03 idea saved on main field coil. Tape was originally wound to tie wire two feet beyond present point of cutting.

Sharing is an old habit for **Sam Torio** and wife, **Irene,** of Brown-Lipe-Chapin, Syracuse. They share their suggestion awards. **Mrs. Torio** has recently earned $47.92 and her husband $35 for adopted suggestions. They have turned in a total of 14 ideas.

YESTERDAY Meets Tomorrow

Glidden Tour Chugs Into Detroit, Parks Beside "Dream Cars"

Owners of antique automobiles and makers of modern cars swapped seats at Detroit recently. It was a rare side-by-side showing of GM's cars of the future and the best of the vintage cars which were in the Motor City on the annual Glidden tour.

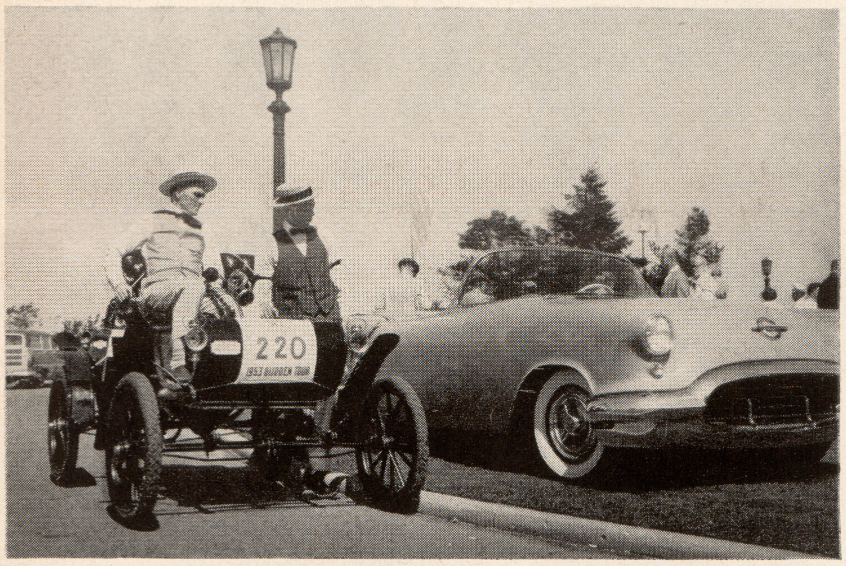
While the men who make the show cars of tomorrow had fun poking around the high fenders and polished brass of the antiques, the owners of the oldsters grabbed at the chance to sit behind the wheels of the Starfire, Corvette, LeMans, Wildcat, LaParisienne and LeSabre.

Curved-dash Olds, Buick Bugs, early Chevrolets and Cadillacs provided a sharp and interesting contrast to the gleaming, streamlined GM cars of the future.

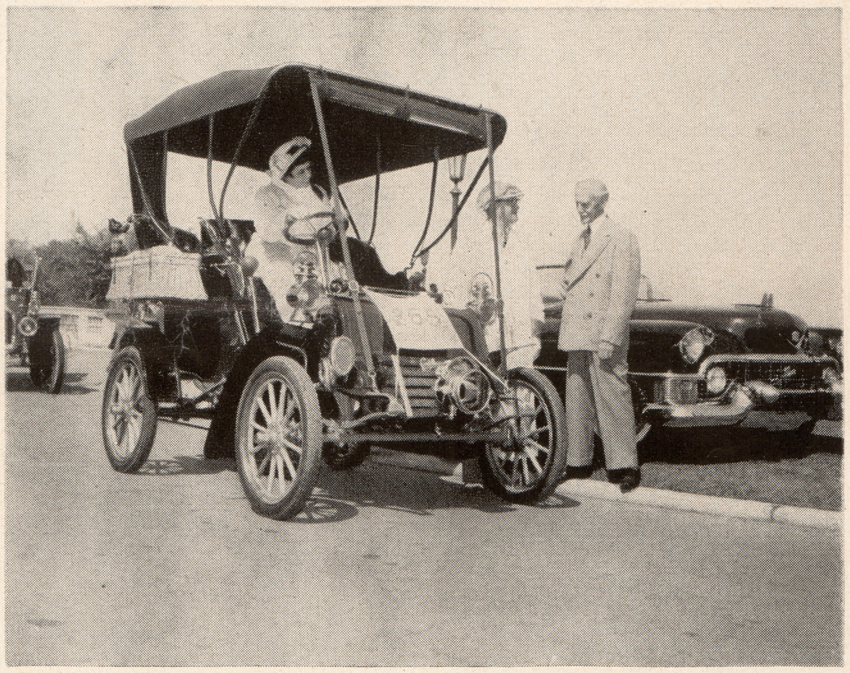
The owners of the 335 antique cars in the Glidden tour were the guests of GM at a luncheon at the Grosse Pointe Yacht Club. The old timers on tour were following a custom laid down in 1905 when Cornelius Glidden, Boston industrialist, originated the tour to prove that automobiles were reliable.

After 1913 the public had accepted cars and the Glidden tour became history until revived in 1946 by the antique auto enthusiasts. Today, the owners of the old cars garb themselves in dusters, goggles and gauntlets once a year to put their cars through their paces. Resplendent in polished brass and restored to almost-perfect running order, the cars cover several hundred miles under their own power.

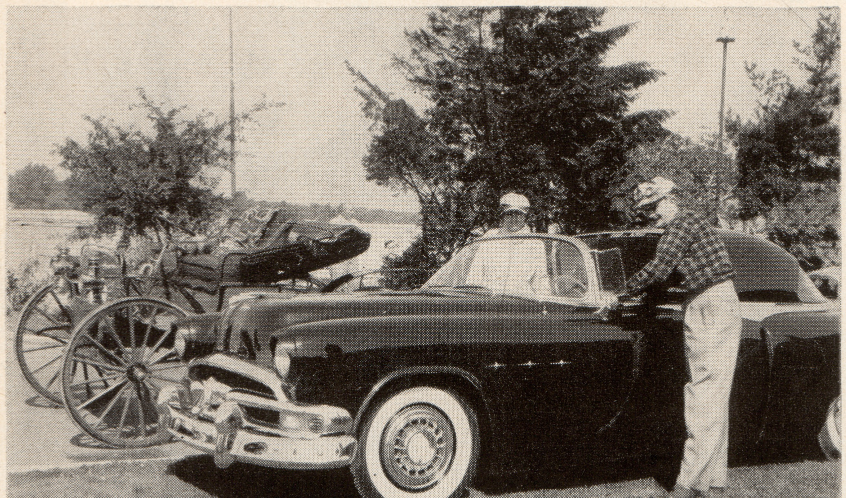
Forty-eight years separate the sleek Buick Wildcat and the 1905 model at left.



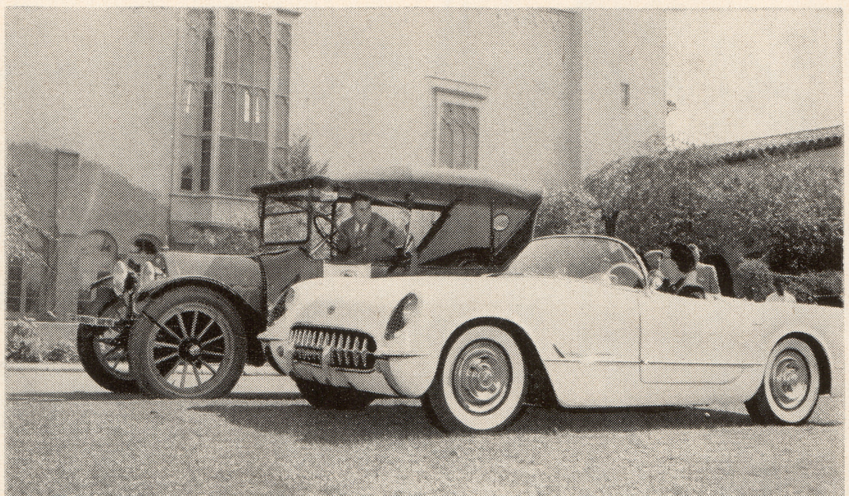
"Tourists" look with envy from a 1902 curved dash Olds to Oldsmobile Starfire.



Classy Cadillac of 1903 is inspected by W. C. Leland, son of firm's founder.



Antique autoists leave a Locomobile for a closer look at Pontiac's LaParisienne.



Both cars were built by Chevrolet but 36 years lie between their birth dates.

GM FIREMEN STUDY TRAINING METHODS

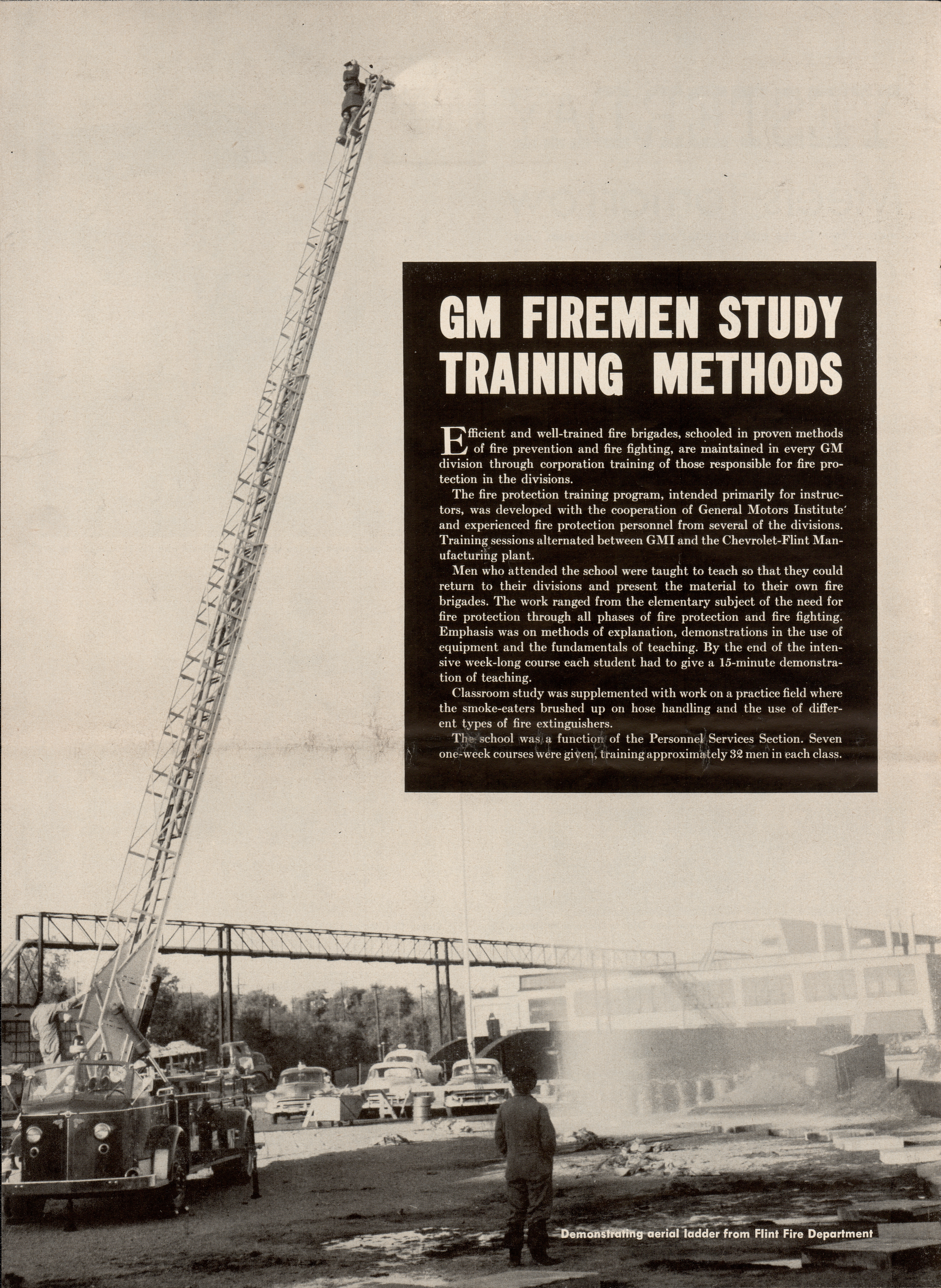
Efficient and well-trained fire brigades, schooled in proven methods of fire prevention and fire fighting, are maintained in every GM division through corporation training of those responsible for fire protection in the divisions.

The fire protection training program, intended primarily for instructors, was developed with the cooperation of General Motors Institute and experienced fire protection personnel from several of the divisions. Training sessions alternated between GMI and the Chevrolet-Flint Manufacturing plant.

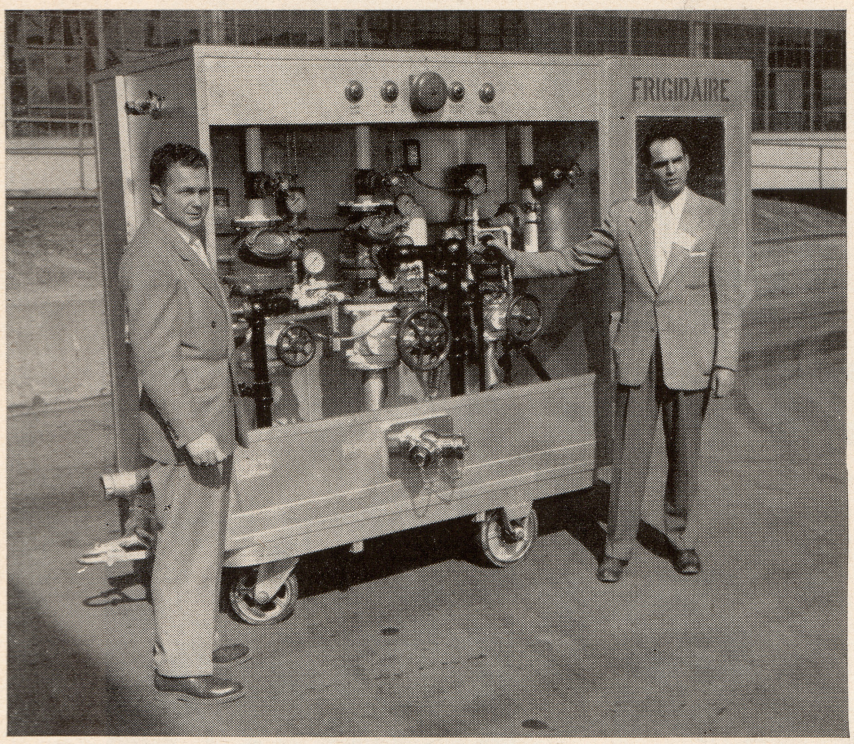
Men who attended the school were taught to teach so that they could return to their divisions and present the material to their own fire brigades. The work ranged from the elementary subject of the need for fire protection through all phases of fire protection and fire fighting. Emphasis was on methods of explanation, demonstrations in the use of equipment and the fundamentals of teaching. By the end of the intensive week-long course each student had to give a 15-minute demonstration of teaching.

Classroom study was supplemented with work on a practice field where the smoke-eaters brushed up on hose handling and the use of different types of fire extinguishers.

The school was a function of the Personnel Services Section. Seven one-week courses were given, training approximately 32 men in each class.



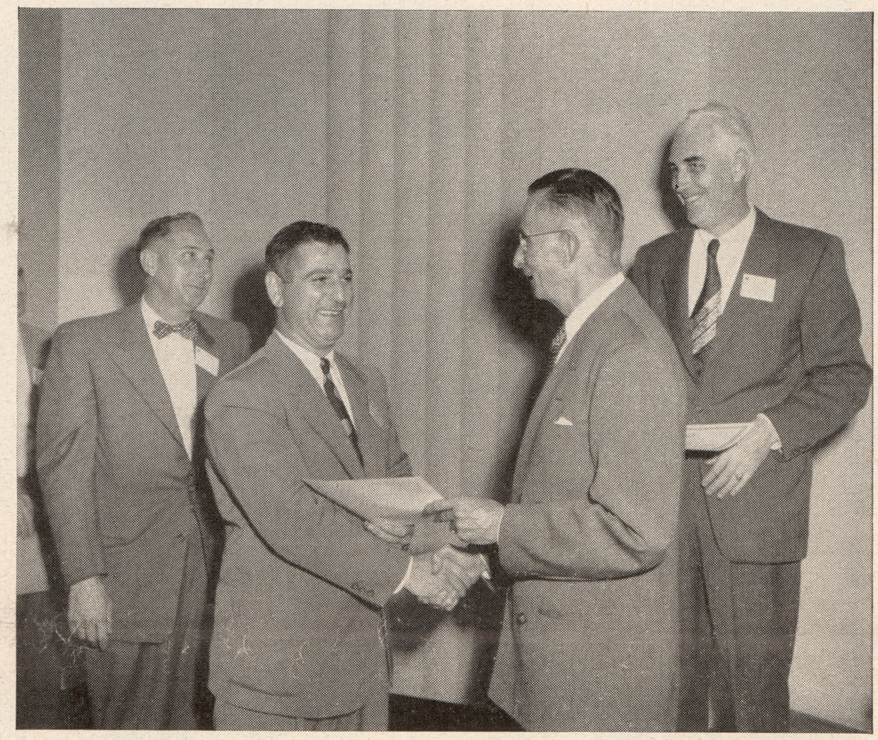
Demonstrating aerial ladder from Flint Fire Department



Sprinkler system control valves were shown in this display brought from Frigidaire-Dayton. **Kay Avigne,** Cadillac-Detroit, and **John Sitarski,** Research Lab, demonstrate.

Each student, at the conclusion of the course, took a turn on the platform for 15 minutes of practice teaching. **Howard Schmunk,** Central Foundry-Defiance, is teaching here.

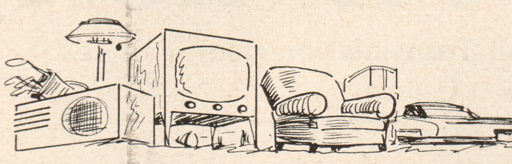
Fire extinguishers of every type were tried out by each man on controlled fires. Field work also included practice in hose handling and work with various types of nozzles.



Certificates of attendance were awarded by **Guy R. Cowing,** president of GMI, and **James D. Taylor,** Central Office. First in line is **Merl Swann,** Fisher Body-Grand Rapids, No. 2.

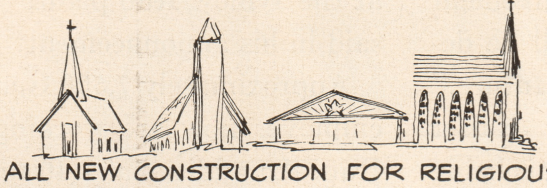
Purpose of school at Flint was to train divisional firemen so they could teach their fire brigades. This is a session in "outdoor classroom" at Chevrolet-Flint Manufacturing.

HOW MUCH IS $6,064,000,000?
WHEW! LOOKS LIKE TEN YEARS' PRODUCTION AT THE U.S. MINT!
NOT TEN YEARS AT THE MINT, JOE, JUST ONE YEAR'S INTEREST WE HAVE TO PAY ON OUR FEDERAL DEBT.
INTEREST? THE GOVERNMENT PAYS INTEREST?
THAT'S RIGHT. INTEREST ON BONDS SOLD TO INDIVIDUALS, INDUSTRIES, INSURANCE COMPANIES, TRUST FUNDS, ETC.
$6,064,000,000! GOSH! WHAT WOULD THAT BUY?
WELL, TAX FOUNDATION, INCORPORATED SAYS IF YOU TAKE —
ALL THE FOREST PRODUCTS (MILL VALUE) SOLD IN THE SOUTHWEST
ALL THE VALUE REPRESENTED BY BUILDING PERMITS ISSUED IN HOUSTON, TEX., AND BALTIMORE, MD.
ALL THE LIFE INSURANCE SOLD IN MINNESOTA
ALL THE SHEEP AND LAMBS ON COLORADO FARMS
ALL OF CALIFORNIA'S ORANGE AND GRAPEFRUIT CROP
ALL THE RESOURCES OF TALLAHASSEE, FLORIDA BANKS

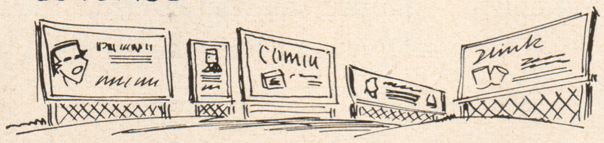


ALL THE PERSONAL PROPERTY (ASSESSED VALUATION) IN TENNESSEE

ALL SHIPMENTS OF AIRCRAFT PROPELLERS AND PARTS



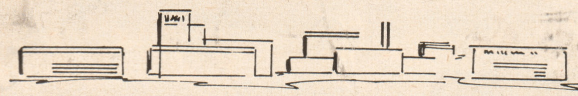
ALL NEW CONSTRUCTION FOR RELIGIOUS BUILDINGS



ALL THE EXPENDITURES FOR OUTDOOR ADVERTISING

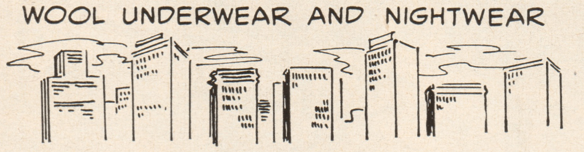
ALL THE CASH RECEIPTS FROM FARM MARKETING IN WEST VIRGINIA

ALL THE CATTLE AND CALVES ON GEORGIA FARMS

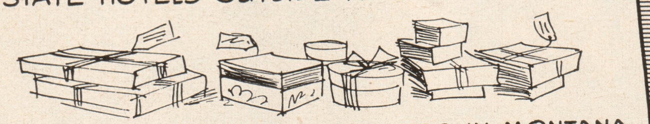


ALL THE NEW INVESTMENT IN INDUSTRIAL PLANT FACILITIES ANNOUNCED FOR LOS ANGELES COUNTY, CALIFORNIA

ALL THE SHIPMENTS OF KNIT COTTON AND WOOL UNDERWEAR AND NIGHTWEAR

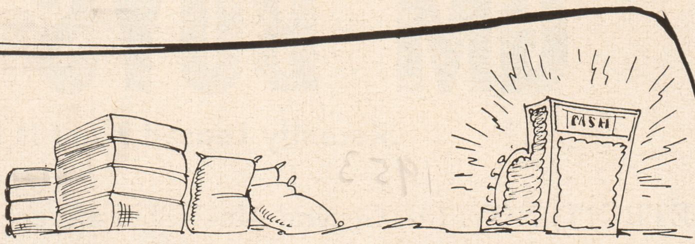


ALL THE RECEIPTS OF 2,130 NEW YORK STATE HOTELS OUTSIDE NEW YORK CITY

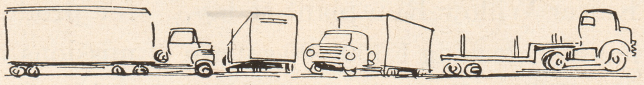


ALL DEPARTMENT STORE SALES IN MONTANA, NORTH DAKOTA, AND SOUTH DAKOTA

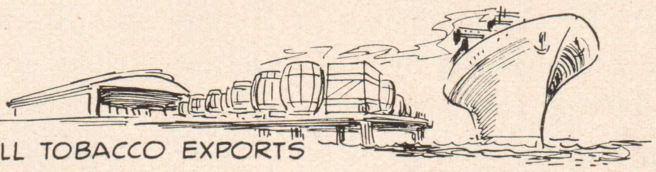
ALL SALES OF RADIO TIME



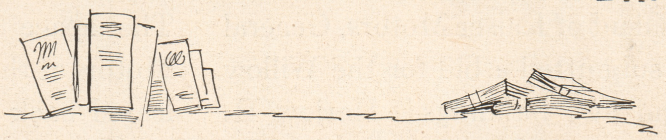
ALL CASH RECEIPTS FROM THE PRODUCTION OF MOHAIR



ALL FACTORY SHIPMENTS OF TRUCK TRAILERS

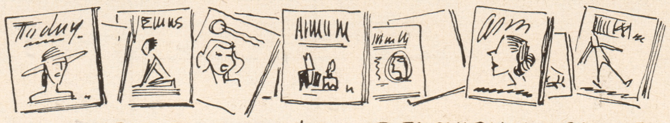


ALL TOBACCO EXPORTS

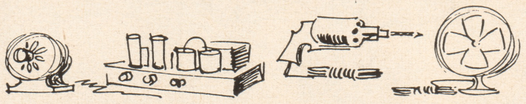


ALL THE PROCEEDS OF NEW RAILROAD SECURITIES OFFERED FOR CASH

ALL SAVINGS BANK LIFE INSURANCE SALES IN MASSACHUSETTS, NEW YORK AND CONNECTICUT

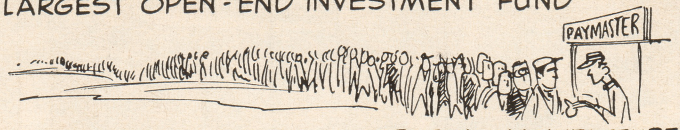


ALL REVENUE OF WOMEN'S AND FASHION MAGAZINES

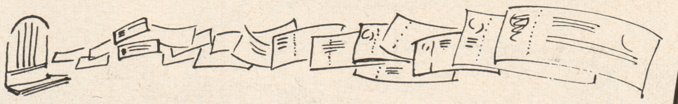


ALL THE DIVIDENDS ON ELECTRICAL EQUIPMENT COMMON STOCKS LISTED ON NEW YORK STOCK EXCHANGE

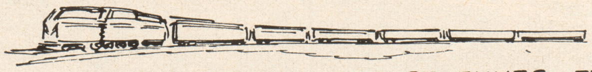
ALL THE YEAR-END NET ASSETS OF THE NATION'S LARGEST OPEN-END INVESTMENT FUND



ALL THE PAYROLLS OF 915 NEBRASKA MANUFACTURERS



ALL THE POSTAL MONEY ORDERS IN RAPID CITY AND SIOUX FALLS, S. DAK.



THE RAILROAD OPERATING REVENUES FROM ALL EXPRESS TRAFFIC

ALL PROPERTY (ASSESSED VALUE) IN LANSING, MICH., HAMMOND, IND., AND LITTLE ROCK, ARK.,

YOU WILL HAVE THE AMOUNT OF INTEREST PAID IN 1952 ON THE FEDERAL DEBT, $6,064,000,000!

(ALL DATA FOR THE CALENDAR YEAR 1952)

GM BUYS WILLOW RUN

Recently Leased Plant Is Purchased for Detroit Transmission Use

DETROIT, NOV. 10—General Motors completed negotiations with Kaiser Motors Corp. for the purchase of the Kaiser Willow Run plant today.

GM has been leasing 1,500,000 square feet of the Willow Run plant since last Aug. 21 for the production of Hydra-Matic transmissions by GM's Detroit Transmission Division.

"Upon the invitation of Edgar Kaiser, president of Kaiser Motors, General Motors submitted a bid for the Willow Run land and buildings," Harlow H. Curtice, president of GM, said. "Our bid was accepted. Purchase of the plant at Willow Run will enable us to continue manufacturing and assembly operations for production of Hydra-Matic transmissions there," he said.

Mr. Curtice said that use of the additional space at Willow Run, made possible under the purchase agreement with Kaiser Motors Corp., will be determined "some time in the future." The space now occupied by Kaiser Motors at the Willow Run plant is being leased back to them for a period not to exceed 12 months, he added.

Mr. Curtice said that General Motors has formulated "no plans, at present" for rebuilding of the Detroit Transmission Division facility at Livonia.

"The Detroit Transmission Division's Hydra-Matic production and assembly operations will be centered indefinitely at the Willow Run plant," Mr. Curtice said in his announcement.

Approximately 7,500 General Motors employes now are working at Willow Run. An additional 1,400 men are employed at the Detroit Transmission Division's Riopelle St. plant in Detroit.

Following the fire at the Detroit Transmission plant in Livonia, GM leased 1,500,000 square feet of the Willow Run plant, Ypsilanti, Mich., for production of Hydra-Matic transmissions. With purchase of entire plant, Detroit Transmission operations will be centered indefinitely at Willow Run, according to **Harlow H. Curtice,** president of GM.

Employes at Willow Run shared in the achievement of the first Hydra-Matic when the No. 1 unit was taken on a tour of the plant soon after it came off the line.

HYDRA-MATICS ROLL AGAIN!

Detroit Transmission Is "Back in Business"; Transmissions Roll at Willow Run and Riopelle

To the accompaniment of whistles, sirens and shouts the first Hydra-Matic transmission rolled down the line at Willow Run on Nov. 4 at 9:10 a.m.

Knowing the tremendous retooling problems, many in the automobile industry estimated that it would be a year before the division could rise out of the ashes of the Livonia fire and resume production. The division and GM did the "impossible." In nine and a half weeks Hydra-Matics were being assembled at the old Detroit Transmission plant on Riopelle. Two and a half weeks later the Willow Run plant was in operation, even while construction workers hurried to convert the plant to GM use.

The first Willow Run transmission was quickly mounted on a motor scooter and, hailed by a siren, made a tour of the plant so all employes at Willow Run could see the result of their efforts. A sign above the transmission proclaimed it the "No. 1 Hydra-Matic built at Willow Run Nov. 4th. Twelve weeks after the fire . . . this was made possible by the job you did."

Harlow H. Curtice, president of GM; Sherrod E. Skinner, vice president in charge of the accessory group; and Edward A. Kaegi, general manager of the division, praised the work of all concerned.

Mr. Curtice described operations required to reinstate production

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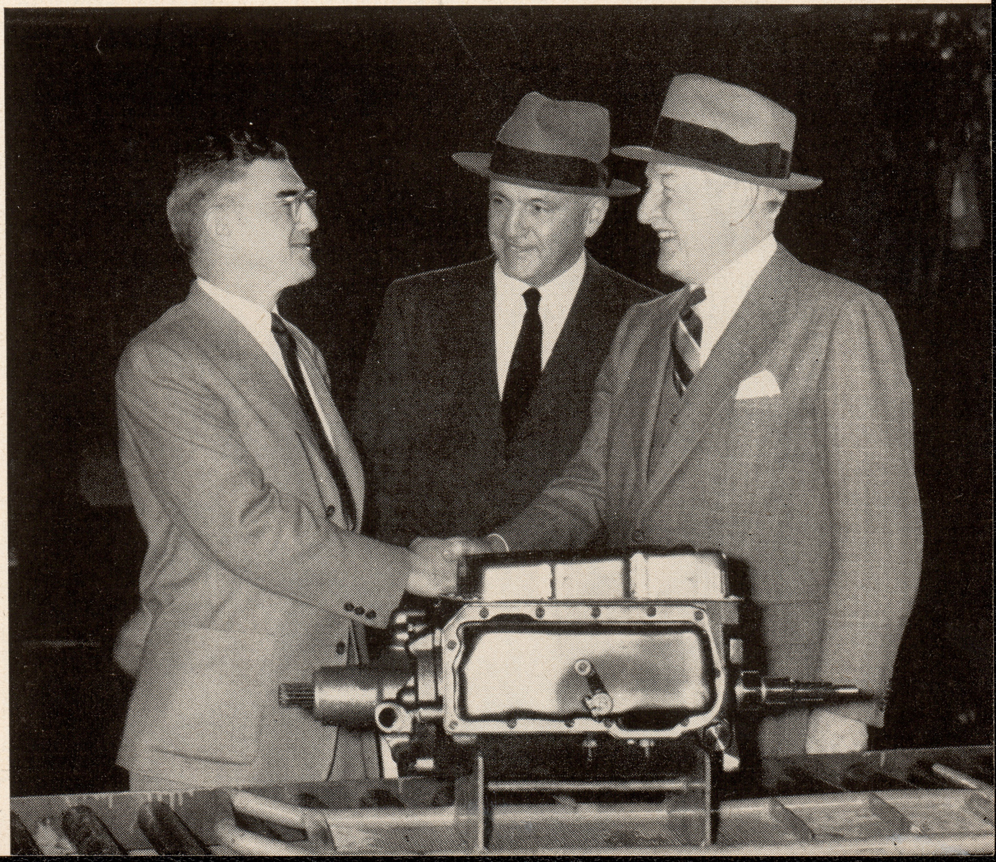


Congratulations are extended to **E. A. Kaegi,** DTD general manager, by **Harlow H. Curtice,** GM president, right, and **Sherrod E. Skinner,** in charge of the accessory group, as the first Hydra-Matic rolls off production line, Nov. 4, at Willow Run.

HYDRA-MATIC *(Continued)*

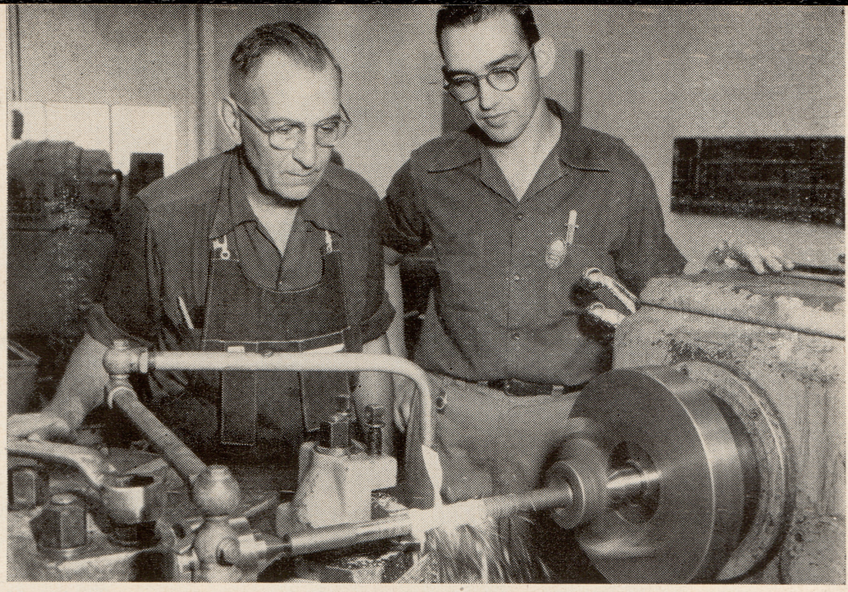
"as the most extensive rebuilding job of its kind in our history.

"Recovery from the fire has been due largely to the extraordinary teamwork within the General Motors organization and the generous co-operation extended to us by the suppliers and other manufacturers. Everyone associated with the Hydra-Matic production effort has done a splendid job."

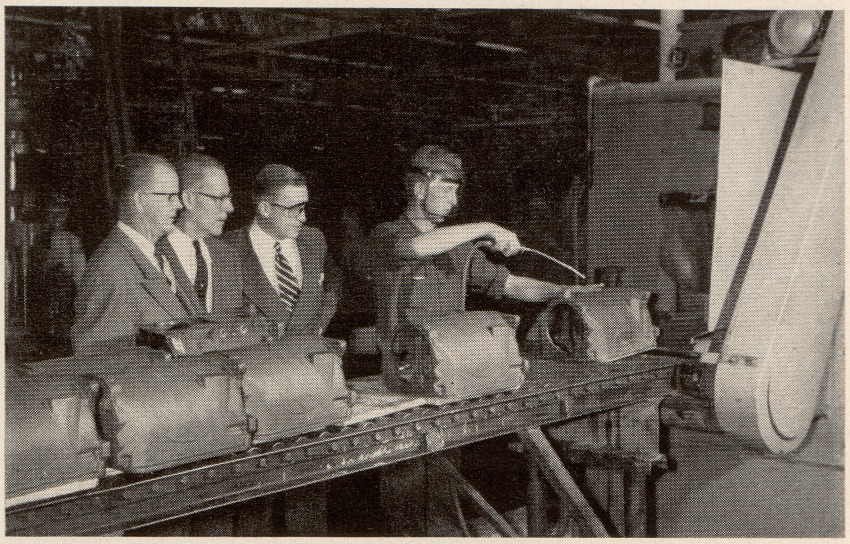
Production of Hydra-Matic transmissions at Willow Run was facilitated by the rebuilding of more than 2,300 machines from the Livonia plant. These machines were removed quickly from the demolished plant and sent to 356 machine tool builders and 18 other GM divisions.

Limited production of Hydra-Matics was begun at the Detroit Transmission's Riopelle St. plant in Detroit on Oct. 19. It is exclusively an assembly operation from parts supplied by GM divisions and other suppliers. Willow Run is both a manufacturing and assembly operation.

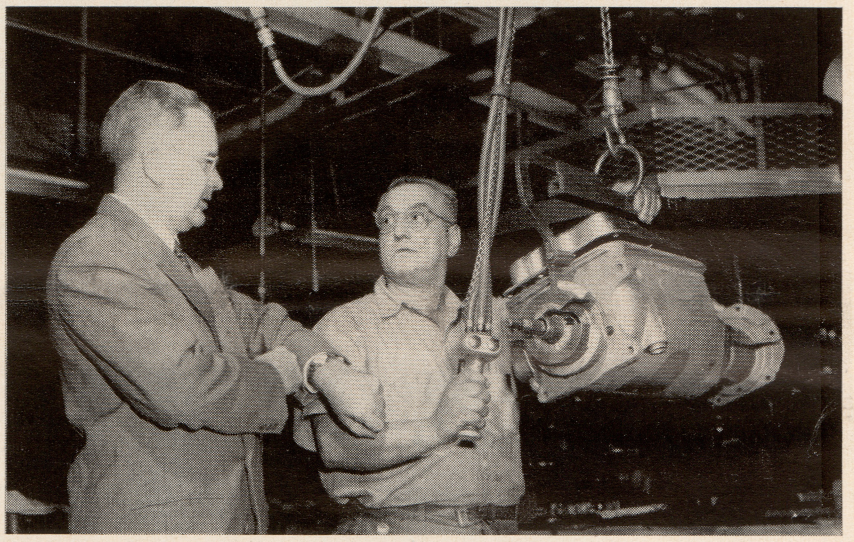
After tagging Willow Run's first Hydra-Matic, **Pauline Hamilton** received a congratulatory handshake from **E. A. Kaegi,** general manager. Start of line was signaled by siren.



Manufacture of Hydra-Matic parts was quickly set up by Allison-Indianapolis in new Maywood plant. Here **Glen Dicus,** job setter, watches **William Myers** turn shaft diameter.



First Hydra-Matic case at Pontiac was given final cleaning as it was welcomed by **Arley F. Johnson, Buell Starr** and **H. A. C. Anderson,** all of Pontiac Manufacturing Staff.



Hydra-Matics first went into production at Riopelle plant after Livonia fire. Acting Plant Manager **D. L. Boyes** checks time as first unit is hoisted by **John Wisniewski.**

"YOU DID IT . . ."

On Nov. 4 the first Hydra-Matic rolled down the line at Willow Run. Edward A. Kaegi, general manager of Detroit Transmission, took the occasion to thank those who helped return the division to production and to set the goal for the immediate future. He said:

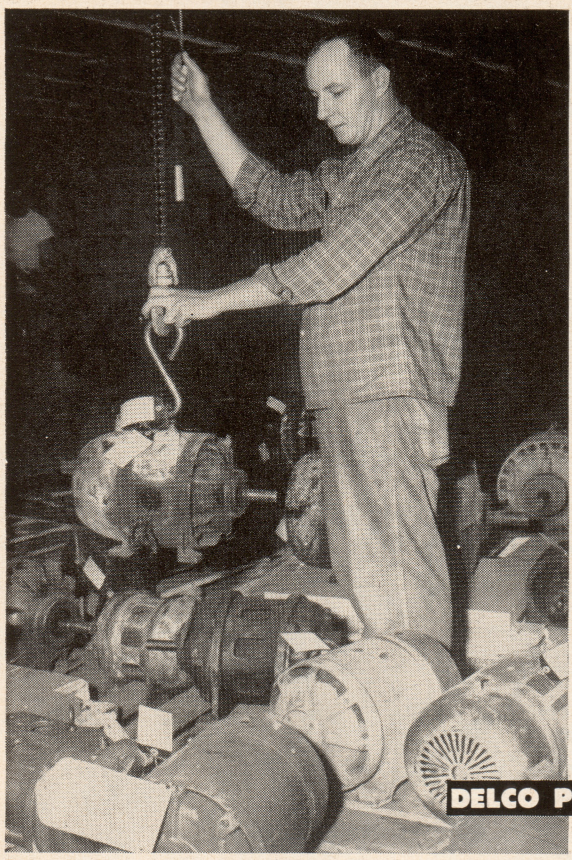
"The day after the fire there were many who were estimating that it would take as long as a year to get back into production. Today is exactly 12 weeks from the day of the fire.

"This outstanding accomplishment is the result of the splendid cooperation and teamwork displayed by the machine and tool builders and rebuilders, the contractors and their men, the untiring efforts of the men on loan from other General Motors Divisions and the men and women of Detroit Transmission Division who have put their all into this program.

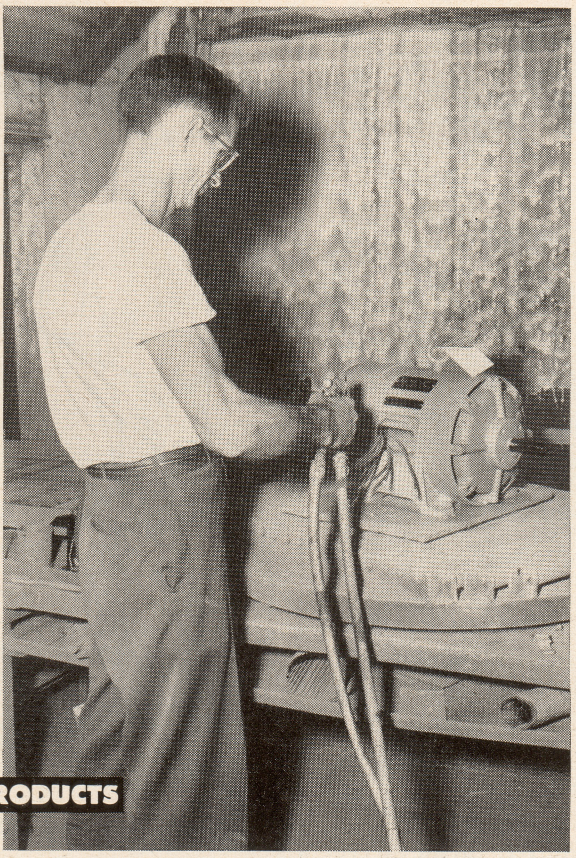
"I want to thank each of you sincerely for the valuable part you have played and will continue to play in resuming production.

"Now that we are producing transmissions again, our next goal is to get production back to the pre-fire output of 200 transmissions per hour before Dec. 18. You did it before. I know you'll do it again."

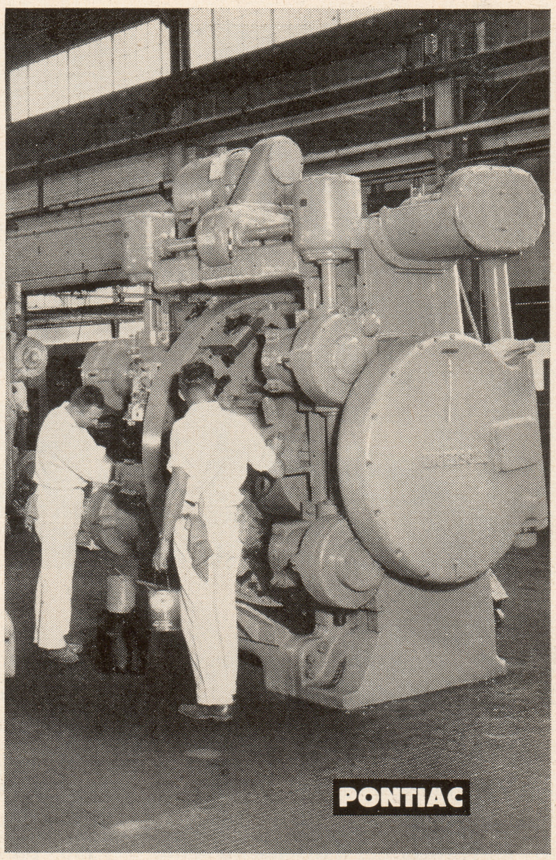
A HELPING HAND IN MACHINE REPAIR



Delco Products received hundreds of fire-seared DTD motors for salvage. **Marvin Morris** selects one for rebuilding.

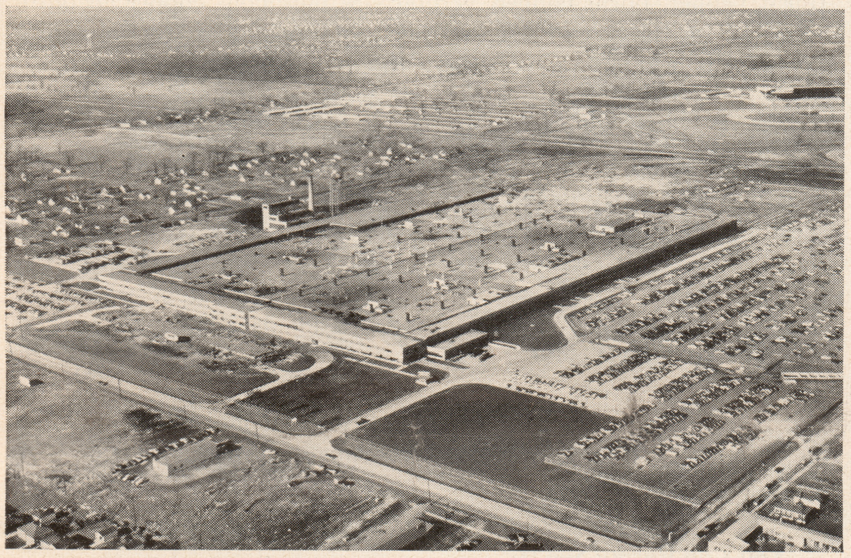


Good as new after Delco Products rehabilitation! Salvaged motor is sprayed by **J. S. Sowry** prior to its return.



One of 70 burned machines shipped to Pontiac for repair is shown being readied for return to Detroit Transmission.

THINGS HAVE BEEN HAPPENING AT LIVONIA, TOO



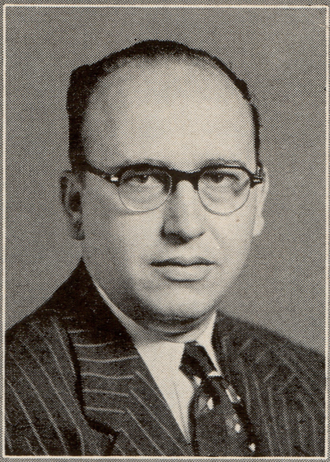
Before the fire, the Detroit Transmission plant at Livonia looked like this.

Day after the fire, the smoldering ruins were photographed from office building.

If you visited Livonia today and stood at same spot as in upper right, you would find the fire debris entirely removed. At left is the undamaged power plant.

SCIATICA . . . . NATURE'S WARNING TO YOU

By Dr. J. L. Colglazier
Plant Physician—
Frigidaire Division



If you have ever had sciatica (the first "c" is silent), the name alone makes you shudder. This illness has so many causes that it might be helpful for you to know a bit more about it. Actually it is usually a symptom of a disease in some other area of the body. It is nature's method of telling us something far more serious is wrong.

Description and Possible Causes

Sciatica is the name given to any neuralgic pain occurring along the sciatic nerve. This nerve actually has five parts, each of which arises in the spinal cord. It is responsible for all motion and feeling in our feet and legs. Although sciatica usually refers to pain along the nerve, it may be accompanied by tingling, numbness or tenderness and eventually there may even be a wasting away of the muscles so that the limb becomes useless.

Sciatica may appear suddenly or develop gradually over the course of several days. This pain is a signal that an illness has reached the stage where it refuses to be neglected any longer.

Although most people feel the cause of this excruciating pain must be in the nerve itself, most of the cases are referred from other regions. The main cause of sciatica is arthritis of the lower spine, sacrum and hip joints. Another common cause results from abnormal bony developments of the lower lumbar vertebra. Disease such as tuberculosis of the bones of the lower spine and pelvis may be responsible. Strains of the sacroiliac joint or pelvic conditions such as ovarian or fibroid tumors in women, and prostate trouble in men may cause the pain. Constipation and certain labor pressures have been known to be the cause. An abnormal network of veins, or vitamin deficiencies, although rare as causes, may be responsible. The above are all due to disease in some other part of the body rather than the sciatic nerve. One of the common ailments resulting in actual inflammation of the nerve itself is exposure to cold and dampness. Some constitutional diseases such as diabetes and gout may also actually cause acute inflammation.

The pain referred to the nerve by other diseases usually is gnawing and burning in nature. It may begin as a slight pain in the back of the thigh which may disappear completely from time to time, or it may be constant with varying degrees of severity. In a typical attack, the pain starts slowly in the back of the hip and gradually extends down the leg toward the foot. As the pain spreads, it increases in intensity. Walking may become extremely painful and the patient may walk on his toes in an effort to relieve tension on the sciatic nerve at the knee. In a severe case it is impossible for the patient to get out of bed. The illness is very obstinate — it may remain for months and years. The pain may even disappear from one part of the nerve only to reappear in another.

See Your Doctor Promptly

Your physician knows how important it is to first find out the exact cause of your sciatica and, second, treat this cause before he can hope for any permanent cure of your pain. It may take him some time to make an accurate diagnosis, so don't delay in telling him your troubles and don't be too impatient if he doesn't come up with an immediate cure. Your doctor may find a bony abnormality is the cause or that removal of an infected tooth brings about a cure or any one of a hundred and one other conditions may be responsible and must be treated before improvement occurs. An important part of your treatment may be absolute bed rest with no getting out of bed for any reason. If prescribed by your doctor, please follow his advice. Sciatica is usually cured much more quickly if it is treated in its early stages. See your doctor promptly.

WELL! WHADDA YA KNOW?

Colds Have Always Been With Us

Neither colds nor taking pills to cure them is new. Cleopatra took pills and King Henry VIII had a hobby of compounding prescriptions which he tried out on his courtiers. One of his recipes for a cold tablet included the following ingredients:

Burnt pepper, burnt copper, verdigris (a poisonous copper acetate), smelter's dross, tincture of arsenic, crocus, opium and "extract of lambs' tongues." History doesn't record how the prescription worked.

A Better 'Ole

Engineers searching for oil in New Guinea recently bored the deepest hole in the Southern Hemisphere—13,254 feet, almost two and a half miles.

And Look At It Now

In 1900, all of the hard-surfaced roads in the United States would not have reached from New York to Boston.

You Can Hardly See It

Latest Fiberglas cloth is so sheer that it floats on a puff of smoke. About 20 yards of fabric 36 inches wide can be woven from one pound of extra-fine glass yarn.

What's In a Name? New Departure

In the late '70's two boys, Edward D. and Albert F. Rockwell left their home in Illinois to start a hardware store in Jacksonville, Fla. Albert, the younger, conceived the idea of a doorbell with a clockwork mechanism and operated by a push button. It was so revolutionary in type that it was called the "New Departure Bell." They were so successful in selling the bell that in 1888 they formed the New Departure Bell Company that operated in a single room at Bristol, Conn. The following year they were incorporated for $50,000 and took much larger quarters in what is one of the buildings of the present New Departure Division in Bristol.

GM Circles Globe

General Motors, through its Overseas Operations Division, employs in its plants around the world, close to 69,000 men and women, 98 percent of whom are local nationals.

Automobiles Come First

There are more automobiles than telephones on American farms, U.S. Census figures show.

Dirt Gets the Shakes

Ultrasonic washing machines, which jar the dirt out of clothes, have been made and sold for commercial use.

It Still Runs on Gas, Though

Today's automobiles require up to seven miles of wire for their electrical systems, with more than 8,300 parts forming as many as 180 different electrical assemblies.

Better Nails, Better Houses

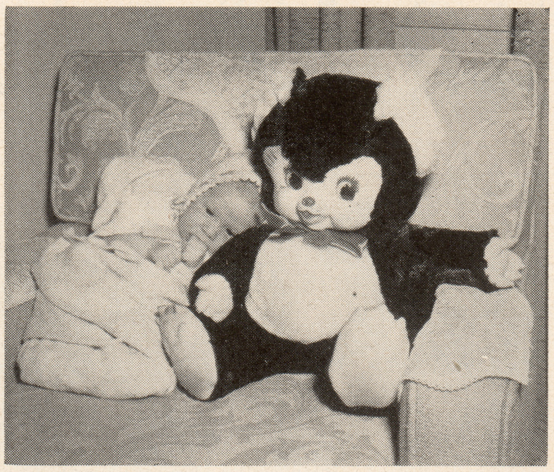
Research has produced nails with 47 percent more "hold ability" than old style smooth-shanked nails. These nails with threaded shanks make a house frame four to six times stronger.

Three Do Work of Six

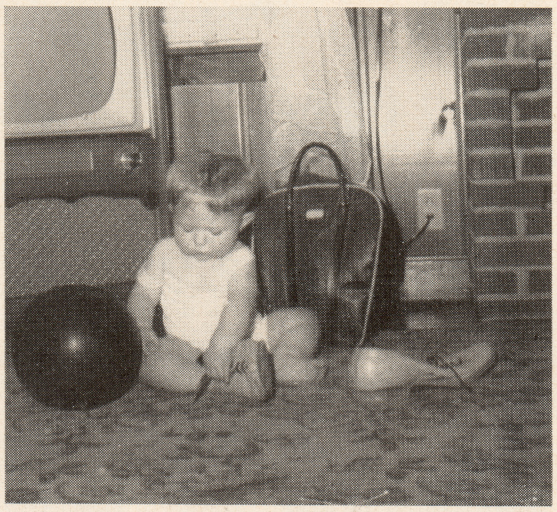
General Motors reduced the size and weight of the Diesel engine by utilizing the two-cycle engine principle that makes the power output of a three-cylinder engine approach that of a larger six-cylinder engine.

PICTURE OF THE MONTH

Whatever it is Santa Claus is promising, **Robert Grabe** no doubt will have the backing of **Robert's** grandfather, **John I. Simpson** of Chevrolet Gear and Axle Division, who wins a $25 Bond for sending this Christmas picture.

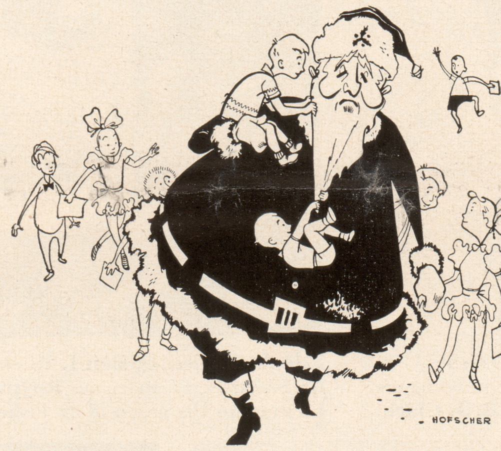


So hungry he can hardly "bear" it, young **Christopher W. Rocco** goes to work on his thumb beside his wide-awake "friend." Father, **Frank Rocco,** works for Delco Products.

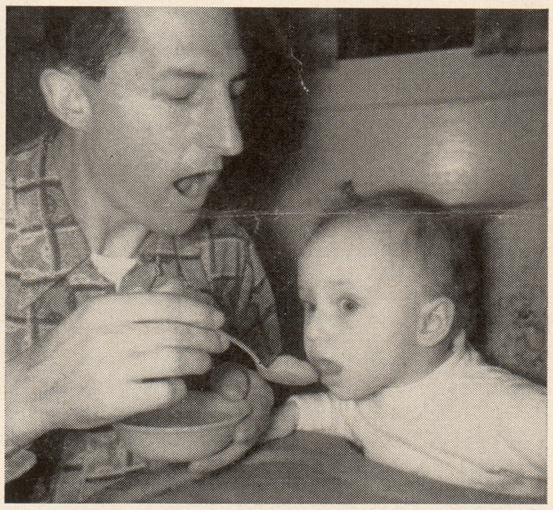


Undaunted by the size of the bowling ball at his side, **Douglas Strehle,** son of **Robert Strehle,** GMC Truck & Coach-Pontiac, already has selected his future hobby.

PICTURES FROM GM FOLKS



Picture of the Month Receives a $25 U.S. Defense Bond; Others Are Awarded $5 in U.S. Defense Stamps



How to eat Pablum in one easy lesson is illustrated in this father-daughter banquet picture by **John S. Pach,** Electro-Motive, La Grange, and his daughter, **Kathleen.**

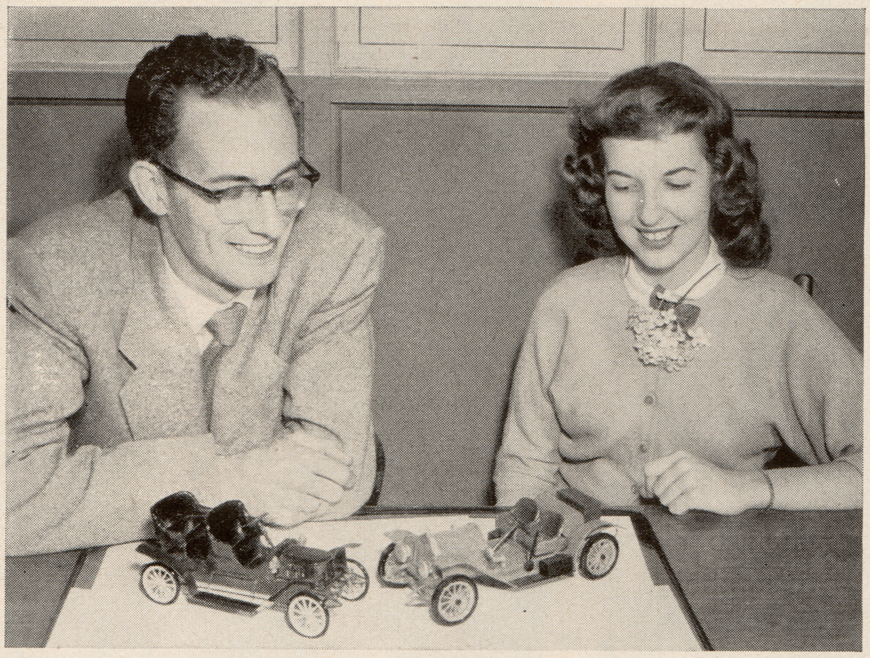
Sandman did a good job here with little **Shelly Sue Hungate** and her two dolls. She is the granddaughter of **Buell Hungate,** a Chevrolet-Flint employe for 23 years.

Being confronted by a zebra in a jungle of furniture doesn't bother this small, big-game hunter, **Paul Thomas Setser,** son of **Herschel A. Setser** of Buick-Willow Springs, Ill.

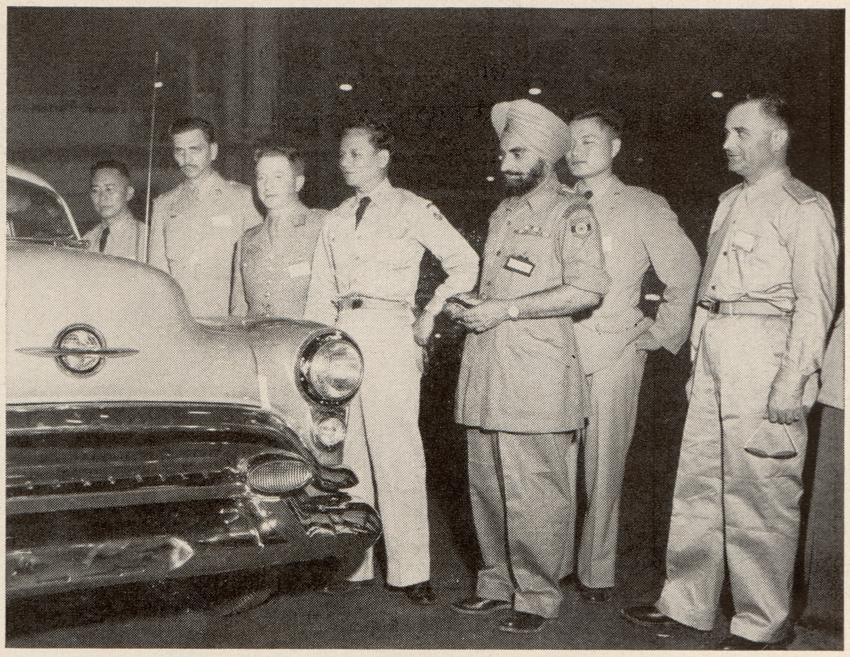
Cowboy ambitions are clearly indicated in this picture of **Lee Caldwell** having his first pony ride. **Lee** is the son of **Harold L. Caldwell** of Fisher Body-Pittsburgh.

spotlighting

GM FOLKS IN THE NEWS

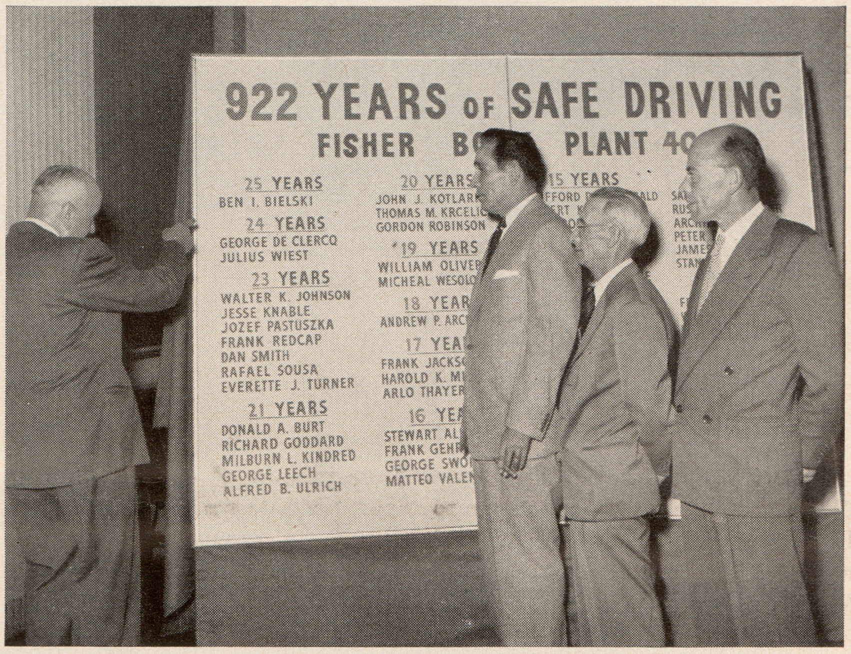


Building miniature antique autos took place of date with his absent Canadian girl friend when **Howard Toaze,** of GM of Canada, was at GMI, Flint. Fellow personnel department employe, **Joan Evans,** is shown admiring his 1907 Stanley Steamer and 1911 Stutz Bearcat.



Army officers from 25 allied nations recently visited B.O.P. Assembly plant in Kansas City to observe the dual-purpose manufacturing of automobiles and jet airplanes. They are attending the U.S. Command and General Staff College at Ft. Leavenworth, Kan.

Record 1,000 service-free hours was chalked up by this Allison jet engine at Webb AFB, Texas. Indicating "1,000" are **M/Sgt. C. W. Utley** and **T/Sgt. W. Bupp.** Standing are **Capt. E. J. Neeley; E. E. Valde** of Allison; **A 1/c J. Haskin;** and **Maj. B. J. Clark.**



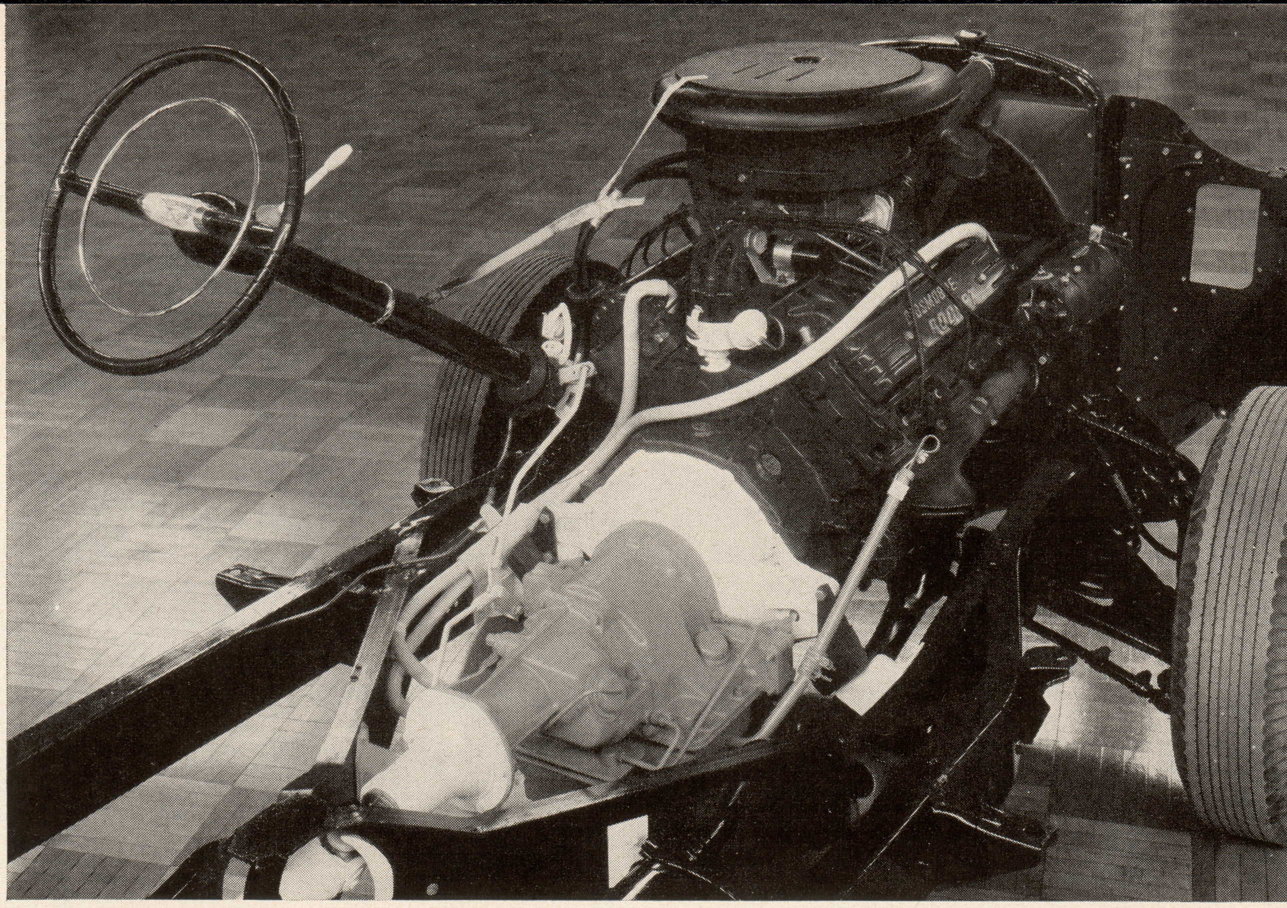
Safe-driving leader, **Ben I. Bielski,** 25 years and 625,000 miles of accident-free driving for Fisher Body, welcomes **Raymond W. Asham, George Francis** and **Arnold Hinterman** to the group of 57 Fisher Body transport drivers with 10 or more safe years.

After a tour of Red Feather agencies with a group of fellow employes from Chevrolet-Cleveland, **Mrs. Dorothy Williams,** assembler, was presented with a huge Red Feather for being 20,000th person to make tour. **Martin Morrison,** chairman of Community Chest's Commerce and Industry Division, made presentation.

Prayer for Peace program among Rochester Products employes was started by **Howie Long, Eddie Kastner, Charles Long, Tom Craig** and **Joe Kilpeck.** They meet regularly with RP friends at a church.

BEHIND THE SHIFT

Smooth Shift to Powerglide and Dynaflow Transmissions Quickly Started Assembly Lines as Divisional Cooperation Reached Peak



OLDSMOBILE **Dynaflow** twin-turbine torque converter transmission installed in 1953 Oldsmobile is shown in gray. The white parts had to be altered or added to meet requirements of Dynaflow installation.

Fire at Detroit Transmission started a chain reaction. Within a few days available Hydra-Matic transmissions were used up. Assembly lines slowed down and finally stopped at Pontiac, Oldsmobile, Cadillac, and some B.O.P. Assembly plants. As the need for parts and accessories diminished, they backed up on suppliers. Thousands of employes were temporarily laid off.

In this emergency GM engineering ingenuity and divisional cooperation paid off, forestalling long shutdowns. At the direction of Harlow H. Curtice, president of GM, the Pontiac was quickly adapted to use the Powerglide automatic transmission and Oldsmobile and Cadillac were successfully mated to Dynaflow. Buick and Chevrolet stepped up their production of Dynaflow and Powerglide transmissions to meet the new demands.

In about three weeks the engineering changes were made, employes were being called back and the assembly lines were once more moving.

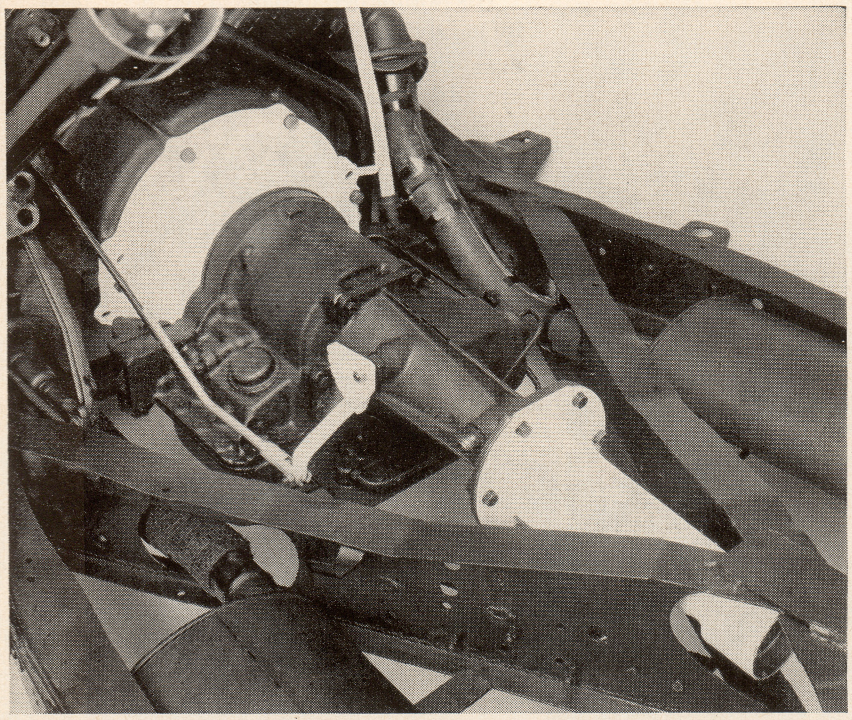
Oldsmobile had to make only "relatively minor" changes in the "Rocket" engine and power train to adapt them physically to the Buick Dynaflow twin-turbine torque converter transmission. In no respects were the functional characteristics of the "Rocket" engine nor the performance of the 1953 Oldsmobile altered by the new transmission.

Pontiac, despite multiple problems that affected the entire Pontiac organization, made the conversion to Powerglide smoothly and in good time. Several challenging problems were met at Pontiac. A number of new machines and operations had to be set up. The sheet metal plant had to design and tool up for nine new stampings of motor and transmission supports. The foundry had to pattern and cast a new water pump to accommodate the water-cooling system for the Powerglide.

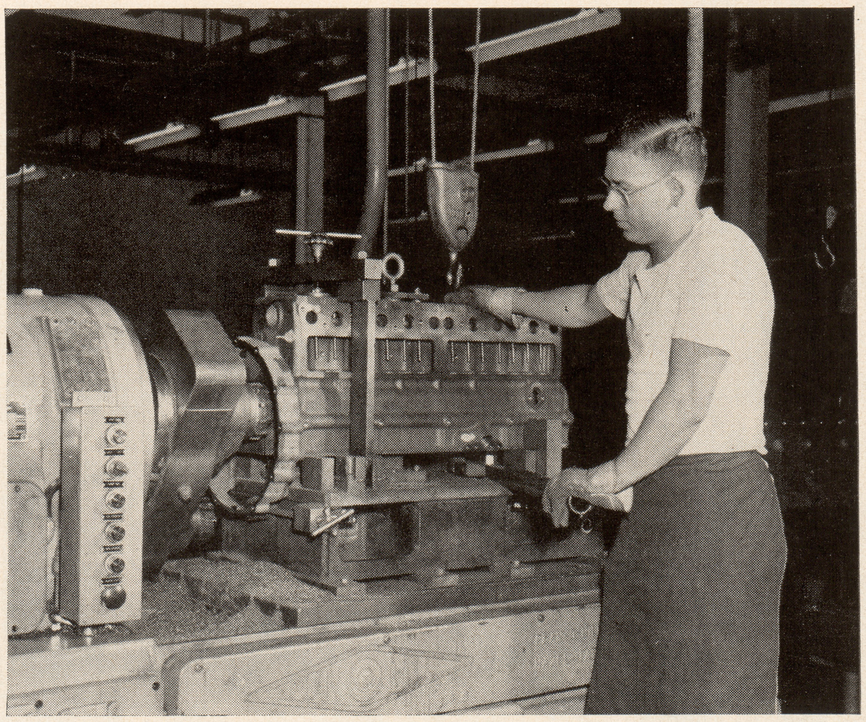
This transmission was not entirely new for Pontiac, however, because Canadian-built Pontiacs have been using Powerglide as optional equipment for three years.

Cadillac's chief engineer, C. F. Arnold, said that mating the Dynaflow to the Cadillac was accomplished by redesigning the converter pump cover with a shorter hub, a completely new flywheel housing and other changes. Cadillac's twin exhaust pipes had to be bent outward to accommodate the greater breadth of the torque converter unit. A new transmission selector dial was necessary. Increase of the Cadillac rear axle ratio from 3.07:1 to 3.36:1 and modification of the carburetor completed the change.

The "big shift" was another triumph for divisional cooperation, ingenuity and GM resources. Employes in many divisions made it possible.



CADILLAC **Major changes** required to adapt twin-turbine torque converter transmission to 1953 Cadillacs appear in white. They are housing for flywheel, filler pipe, rear bearing retainer extension and the transmission control lever.



PONTIAC **New operation** required by the switch to Powerglide transmission is shown by **Eugene Helms** of the motor plant at Pontiac Motor Division. The planing machine line bores the Powerglide flywheel housing to the engine block.

LISTEN,

Ladies!

Design for LIVING

Enterprising Silvernails Make Their Play Hours Pay

Art and antiques have been brought together into a profitable combination of spare-time activities by a Brown-Lipe-Chapin layout inspector, Charles Silvernail, and his wife.

A fine arts graduate from Syracuse University, Mr. Silvernail worked in New York City for a few years designing and doing commercial art before going to B-L-C.

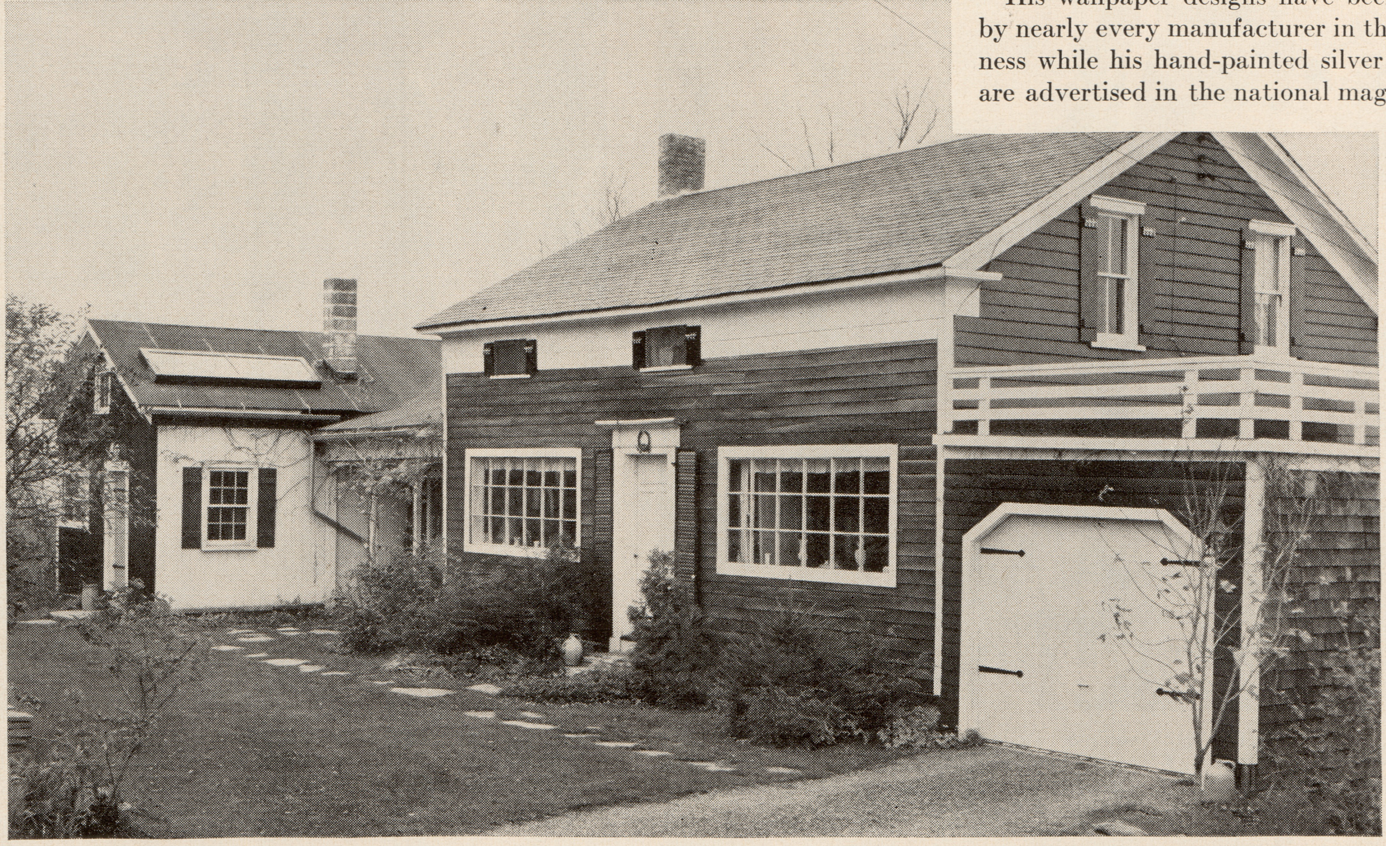
Finding a place to live after moving to Syracuse posed a problem for the couple, but they solved it with the touch of artists. They bought an old house in the Tully Lake area with 120 acres of beautiful scenery. Mr. Silvernail remodeled the old building.

The house is a show-place of the area and its charm and loveliness often cause complete strangers to stop "just to look."

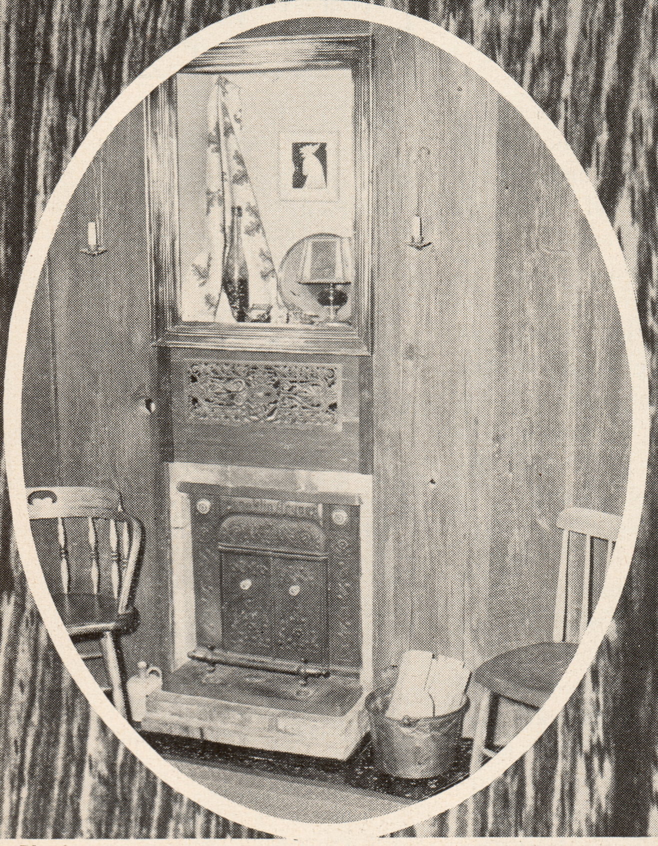
The remodeling included plans for an antique shop and Mrs. Silvernail handles that end of the Silvernail enterprises. He is the artist of the family, designing wallpaper and fabrics, hand-painting silver chests, cocktail trays and TV tables, and doing murals.

His wallpaper designs have been used by nearly every manufacturer in the business while his hand-painted silver chests are advertised in the national magazines.

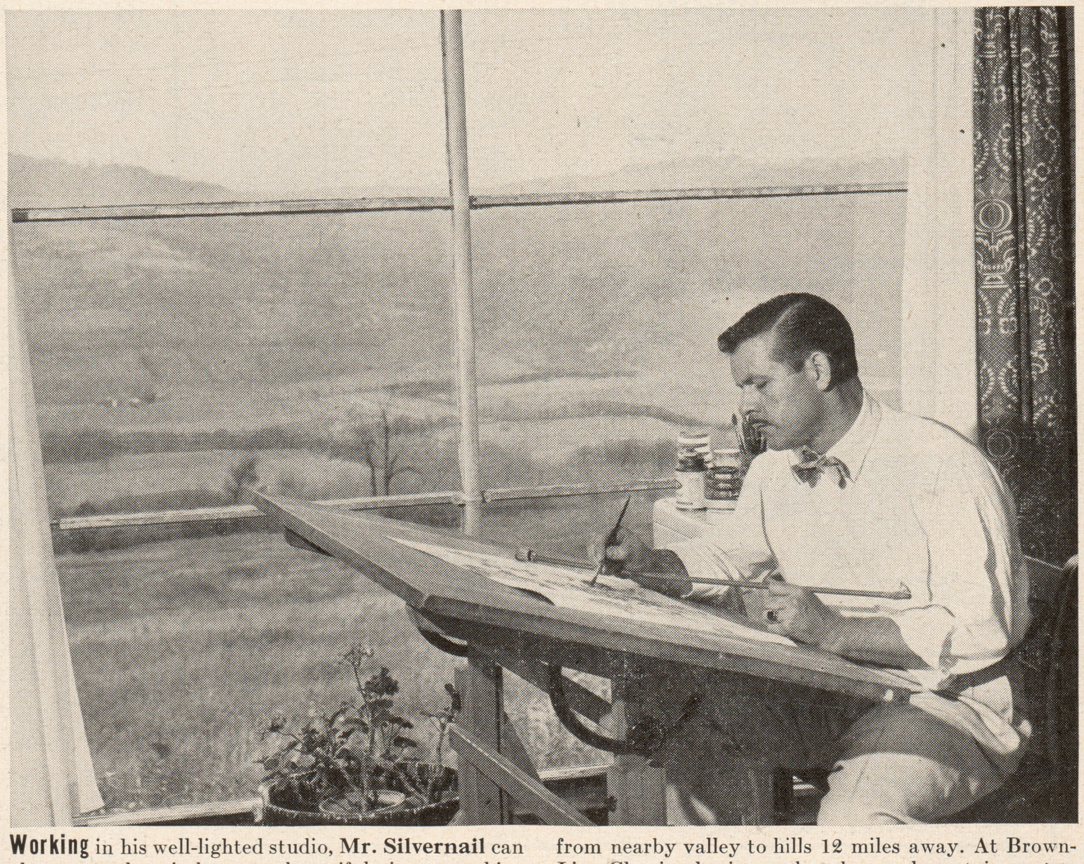
Fabric and wallpaper designing is one of several spare-time accomplishments for **Charles Silvernail,** Brown-Lipe-Chapin, Syracuse. Here he is displaying one of his fabric patterns to **Mrs. Silvernail.** She runs family antique shop.



Home for the **Silvernails** and the location for their varied enterprises is this interesting old farmhouse remodeled by them and located on a 120-acre tract in Tully Lake area near Syracuse. It is the showplace of the area and many people stop off just to get a "closer look" at it.



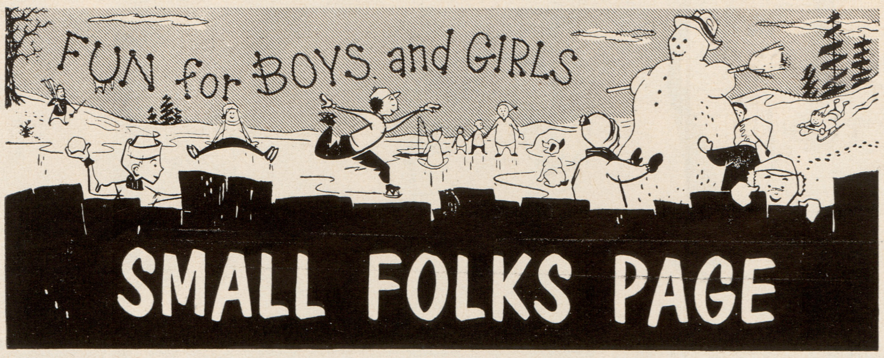
Planks taken from an old barn form a wall into which has been set an antique Franklin stove and this attractive shadow box.

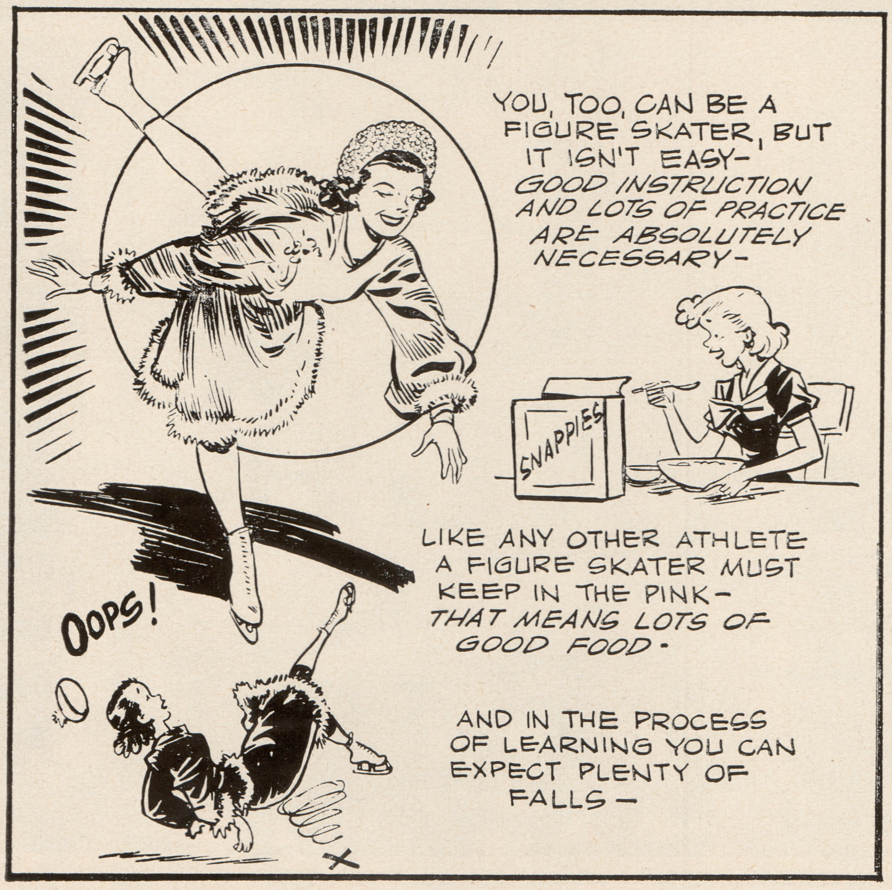


Working in his well-lighted studio, **Mr. Silvernail** can glance out the window at a beautiful view stretching from nearby valley to hills 12 miles away. At Brown-Lipe-Chapin, he is employed as a layout inspector.

Youngest of **Silvernails** is **Arnold.** The wallpaper and fabrics seen here were designed by **Mr. Silvernail.**

Providing an interesting setting for tea-time with a neighbor are several of **Mrs. Silvernail's** antiques. Grouped around the fireplace are old fire tongs, an iron ladle, butter crock, unusual lamps and flintlock guns.





BE A FIGURE SKATER

If you can skate, you can be a figure skater. If you do not know how to skate, you can start learning now and still master a few figures before the season ends.

A good pair of shoe skates, giving perfect fit and ankle support is your first consideration. Look to the fit of your shoe as carefully as if you were buying a pair for Sunday-best. Make sure the skates you select are right, not hockey skates, but figure skates, sawtooth-tipped and having the approved degree of curvature.

Every figure skater knows how important it is to slip leather guards over the blades the moment the ice is left. Sharpening too is done by the skaters themselves these days, sometimes as often as once a week. The sharpening is done with an oil stone. For greasing the blades, white vaseline is used. Never lace the shoes tightly all the way up.

Rhythm is important for figure skaters. Hazel Franklin, the English skater, who was only 13 when she opened in Madison Square Garden and held spectators breathless, said to an interviewer at that time:

"When I began to skate, I didn't know a thing about it except that it was fun. I sort of hummed to myself when I skated and made up tunes and did steps just for fun."

Ballet lessons help the figure skater. Dancing does too. In summer, hiking and bicycling strengthen muscles needed for skating.

In beginning figure skating, keep centered over your skates, your body upright, your knees bent, and try for that easy glide, turning the foot each time and pushing from the whole skate, never from the toe point alone. Try not to stiffen, especially when you fall. The limper you hold yourself, the softer you will fall.

Figure skating is done on the inside edges and outside edges of the blades. Beginners in figure skating usually start the outside edge roll forward, every straight stroke made upon the outside of the skate so the marking on the ice behind is a full half circle of small diameter. This trick is quickly mastered and the others follow—the inside roll backwards, threes, brackets, rockers, loops—all skating terms for the school figures.

There are eight school figures in the novice skating class, six in the junior and eight in the senior.

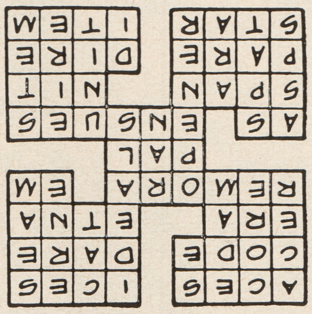
For those who do not have an eye toward competitions and championships, there is still the social inducement of belonging to a skating club and taking part in amateur ice shows and ice-dancing. Boys and girls who tried figure skating for the first time last winter say the headwork and footwork involved in dancing and jumps gave them the most pleasure they ever had.

Figure skating is by no means confined to indoor rinks. Ponds and lakes have their regular followers too on those occasions when the ice is reported safe.

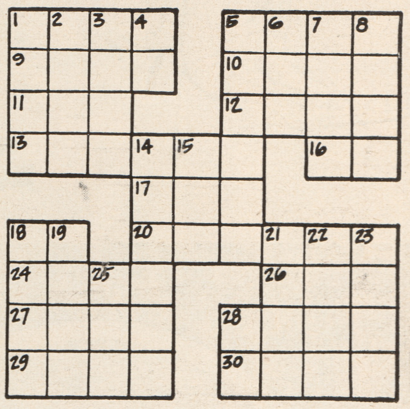
Most skating clubs have found they get more enthusiasm and increased membership if they work toward something like an ice carnival where everyone comes in costume and does his stint. Prizes should be offered the most talented performers, the biggest laughmakers, the best teams, the youngest solo performer and the oldest.

Learn to figure skate this winter season. It will give zest to your skating, poise and grace to your figure, as well as better health, many new friends and fun galore to you.

CROSSWORD ANSWER



Crossword

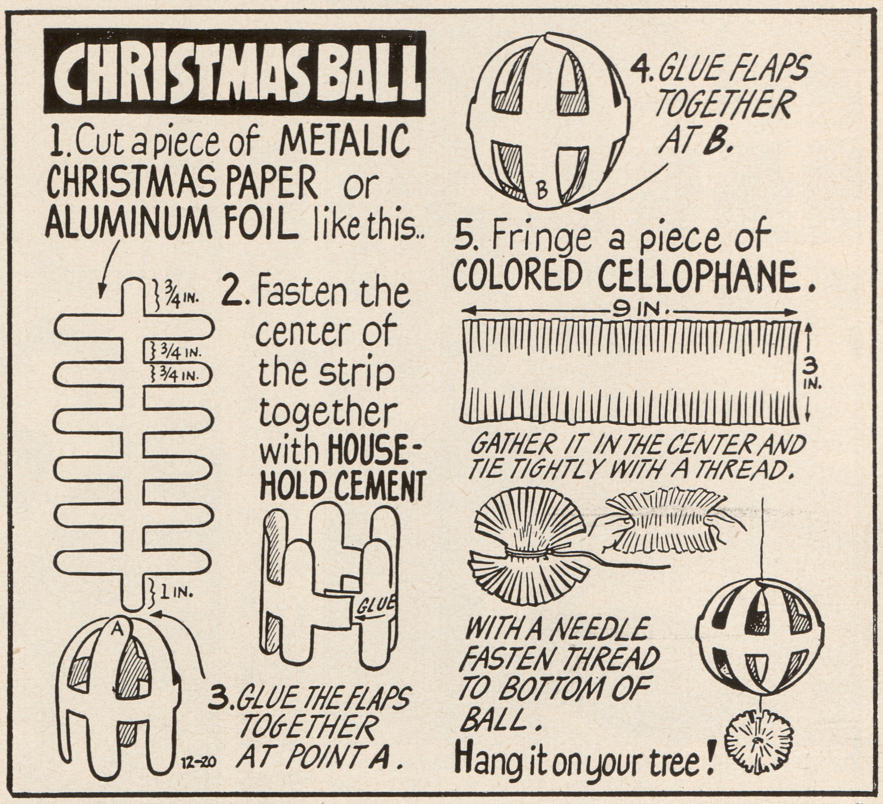


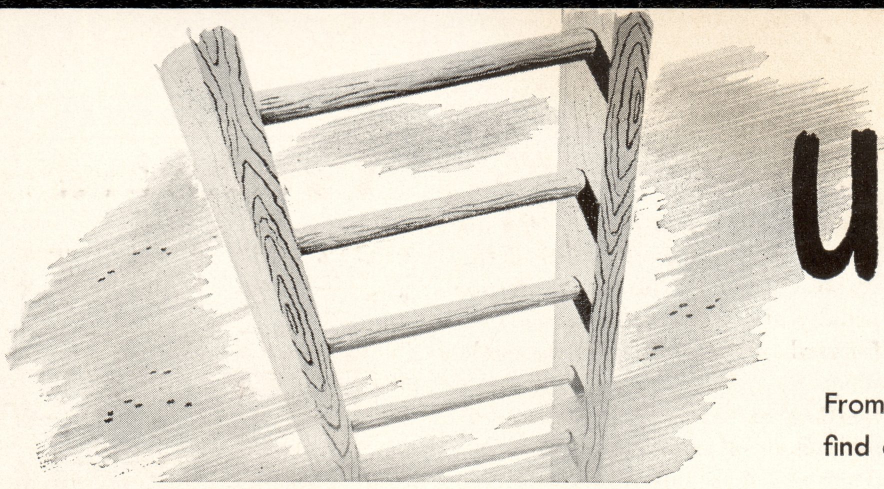
ACROSS

1 High cards
5 Frosts
9 Morse or semaphore ——
10 Challenge
11 Age
12 Volcano in Sicily
13 Fish companion of a shark
16 Measure of type
17 Companion
18 Preposition
20 Follows
24 Bridge
26 Louse egg
27 Peel or —— an orange
28 Dreadful
29 Heavenly body
30 Entry in a ledger

DOWN

1 Genus of maples
2 Center of a popular fruit
3 Type of cheese
4 Compass point
5 Standards of perfection
6 Feline animal
7 Sea eagle
8 Groove
14 Device for unclosing
15 Sped
18 Vipers
19 Petty quarrel
21 Distinct part
22 "Emerald Isle"
23 Plant part
25 Constellation
28 The gods





Up the ladder

From these stories of men on the way up in General Motors, you may find encouragement and helpful hints that will be of assistance to you.

NO PLACE LIKE HOME TO GET AHEAD

"Nate" Terry, right, general foreman at Diesel Equipment Division in Grand Rapids, Mich., used to pump gas before he started the climb up ladder with General Motors.

Nathan J. ("Nate") Terry is a Michigander. You can narrow it down more than that. He's a Western Michigander.

He was born, shortly after the United States entered World War I, in the small western Michigan town of Greenville. When it was time for the three R's, he learned them in the schools of nearby Grand Rapids.

Business beckoned at the end of his first year at Grand Rapids Junior College. He went to work for an oil company and soon worked up to service station manager. After four years in the oil business, he saw an opportunity selling vacuum cleaners—and took it.

The following year international events began to shape his industrial future. The world was caught in the maelstrom of another World War. Civilian products were disappearing from the market. Because of the chaotic conditions, he had several jobs in a short time. Within a year he was a welder for a metal office furniture company, a lathe operator for a second company, and, finally, joined the Irwin-Pedersen Arms Co. as a job setter. The latter company had a large government order for M-1 carbines. Still in his eventful year of 1942, Nate was promoted to assistant foreman in the department making the receiver of the M-1 carbine, and shortly afterward was named foreman.

The following year, 1943, GM's Saginaw Steering Gear Division took over the arms company. Nate was transferred over as foreman of miscellaneous unit fuel injector parts. A year later patience, hard work and enthusiasm rewarded him with another promotion—to his present classification of general foreman. This was the year, 1944, that the Grand Rapids plant was reorganized as the Diesel Equipment Division.

As general foreman of the unit fuel injector department, he has an important responsibility. The product made by his department has much to do with the dependability and smooth performance of GM Diesel trains, trucks and buses.

When Nate has time off from his busy job, he likes to grab a rifle or a fishing rod and enjoy the things for which his state is famous.

His job experience suggests that you don't have to look on the other side of the fence for the greener pastures of success. Nate looked around in his community and found success practically in his own "back yard."

MECHANICAL INTEREST LED TO SUPERINTENDENT'S JOB

A life-long instinct for things mechanical, plus an irresistible urge to tinker with them, has marked the upward career of Louis J. Spinner, superintendent of the fabricating division of Fisher Body plant No. 1 in Flint, Mich.

Louis recalls that in his boyhood, spent in Vicksburg, Miss., he was always tinkering with mechanical devices, particularly clocks, to see what made them run. He also learned to work hard in his early years, delivering groceries in a hand-pulled wagon and serving a newspaper route of 300 customers.

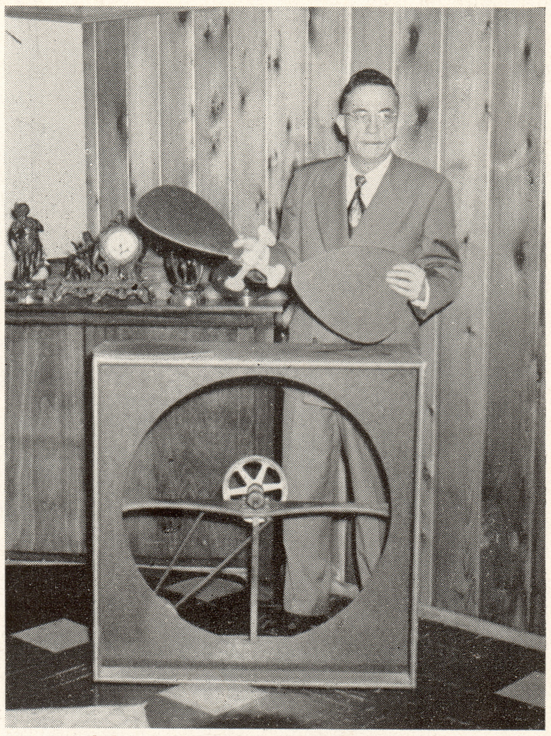
By the time he was graduated from high school, Lou was ready to follow his mechanical aptitude. He got a job as machinist's apprentice on a southern railroad, later becoming a full-fledged machinist during World War I. For awhile he was a locomotive fireman, but quit in disgust when his engineer refused to let him repair the engine's headlight because "we've got a schedule to keep."

A job with a tool company in Cincinnati, O., was followed by a stint of ship-building in Portsmouth, Va., after which Lou went with a lumber company in Milwaukee as a representative in seven southern states, a job which "dissolved" with the 1929 stock market crash. He went with a manufacturing company in New Orleans as a lathe operator and became plant superintendent in a year's time.

It was a visit to his sister in Flint which ultimately led him to General Motors. At the urging of his brother-in-law, Lou took a job with a tool and die company, changing to Fisher Body No. 1 in 1938 as a die tryout man. Then he was on his way. He was promoted to leader in 1939, to die tryout foreman in 1941 and to general foreman of the department in 1942. Later that same year he was named assistant superintendent, then superintendent of production machines.

Lou was appointed shift superintendent of tool and die in 1945, shift plant superintendent in 1946 and assistant plant superintendent in 1949. His present assignment was given him in 1951.

Lou lives with his wife and two daughters in Flint. They spend the summer at a lake cottage where Lou gets in some fishing. But the mechanical things continue to interest him most of all.



Urge to tinker with things mechanical has characterized the career of **Louis J. Spinner,** pictured in the recreation room of his home in Flint, Mich., with a pet "project."

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OFFICE OF
GENERAL MANAGER

GM Folks
Everywhere

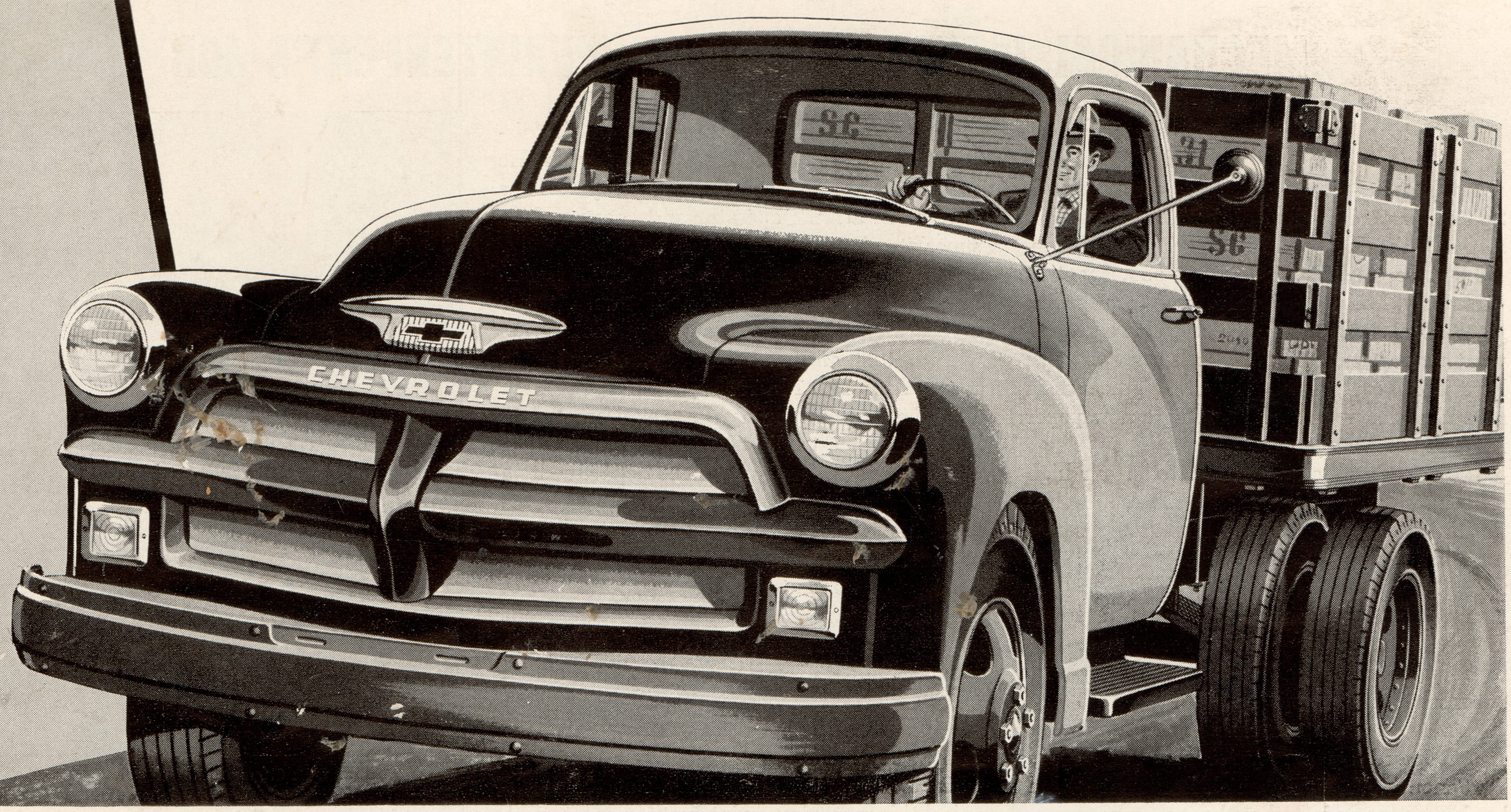
Our thanks to everyone in General Motors who helped us make the 1954 Chevrolet truck line the greatest we've ever produced.

The enthusiastic reception already accorded 1954 Chevrolet trucks proves again the public preference for our products.

This word of appreciation is directed to all employes of Chevrolet and to the employes of all other GM divisions among our 4,500 suppliers.

T. H. Keating

T. H. Keating
General Manager



This announcement advertisement was prepared specifically for **GM Folks** and its readers.